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G E N E R A L P L A N

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MT. SHASTA GENERAL PLAN

I. INTRODUCTION

This General Plan for the City of Mt. Shasta is adopted to provide a long range guide for the development and growth of the City of Mt. Shasta and its surrounding area. This plan has tried to balance social, economic and environmental factors to achieve the maximum total benefit for the community.

This General Plan is presented as one document that is comprised of nine related, yet independent, elements. The Land Use and Circulation Elements are the primary elements that will serve as a comprehensive guide for public and private investment and development. The other elements (Housing, Conservation, Open Space, Safety, Seismic Safety, Noise, and Scenic Highways) address themselves to specific problems that must be considered when guiding growth. The policies and recommendations of these elements have contributed substantially to the Land Use and Circulation Elements.

To achieve the goals set forth in this General Plan corrective and preventive methods must be followed. Goals are reached by methods translated into actions, with the General Plan outlining and guiding those actions.

Being a long term guide for the future, the translation of the Plan into action will be accomplished by community leaders in various decisions over a succession of years. Furthermore,

human beings are subject to change of wants and desires. Since people are the basis of a community, the community will change accordingly.

Although the General Plan is designed for the next twenty years, it cannot become a static thing, but must change to meet varying conditions. It is imperative that as far as the City of Mt. Shasta is concerned, the City Council and Planning Commission keep the Plan alive by periodic review and adjustments when new conditions require. Similarly, the Board of Supervisors and Planning Commission of Siskiyou County must take comparable action within the areas under their jurisdiction.

This General Plan for the City of Mt. Shasta and vicinity consists of a map and supplemental details, and is predicated on basic data, all of which are contained hereafter.

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 3, 1801. It is a very important document, as it contains the President's first message to the Congress, and it is the only one of its kind in the history of the United States.

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THE GENERAL PLAN AS A SET OF RULES

A local government is an administrative agency combining legislative, judicial, and executive functions. This raises constitutional concern (due process, equal protection, separation of powers) about the possibilities of the abuse of power where such power is exercised without adequate standards. Increasingly, courts are requiring agencies to set standards for exercising their discretion by the adoption of regulations.

In California the Legislature has required local governments to adopt their own sets of regulations for guiding land use decisions through the adoption of the General Plan. (Govt. Code, Section 65302). The community is only authorized to zone and to approve subdivisions when it has an adequate general plan. Save El Toro Assn. v. Days (1977) 74 Cal.App.3d 64. This law requires the gathering of data and the establishment of policies or rules with regard to specified areas of planning concern. A court reviewing the adequacy of the general plan as a set of rules will look to see whether the city or county "has adequately considered all relevant factors, and has demonstrated a rational connection between those factors, the choice made, and the purposes of the enabling statute." California Hotel & Motel Assn. v. Industrial Welfare Com. (1979) 25 Cal.3d 200, 212. The "enabling statute" is the state planning law.

Whereas in other states there is considerable variation in the deference which courts give to a decision to rezone, under

the California system a rezoning or a subdivision approval will be judged according to whether it follows the rules set forth in the community's general plan. See Govt. Code Sections 65860, 66474.

A general plan may only be amended when it is in the public interest (Govt. Code Section 65356.1). See Mountain Defense League v. Bd. of Supervisors (1977) 65 Cal.App.3d 723.

Procedural Requirements for Adjudicatory Acts

Whereas the adoption of a general plan or a zoning scheme are in the nature of rulemaking or legislative acts, a "spot zoning" or "spot" general plan amendment is an adjudicatory act (i.e., applying the rules to determine the outcome in a particular instance). Arnel Development Company v. City of Costa Mesa (1979) 98 Cal.App.3d 567. Other adjudicatory decisions are subdivisions, conditional use permits, and variances.

Land use decisions which are adjudicatory in nature carry certain procedural requirements that do not attach to rulemaking:

A. Persons whose liberty or property rights might be substantially effected must be given notice and an opportunity to be heard. Horn v. County of Ventura (1979) 24 Cal.3d 605. This also means then that such acts cannot be carried out by the initiative process. Arnel Development Company, supra.

B. The members of the body making the judgment must be free from any influence which might make them appear to be less than totally impartial. See, Woodland Hills v. Board of

Supervisors, 90 Cal.App.3d 678 (case accepted by Supreme Court; therefore appellate court decision is vacated).

C. The decision must be supported by written "findings", or legally relevant sub-conclusions. Topanga Assn. for a Scenic Community v. County of Los Angeles (1974) 11 Cal.3d 506. Findings are required in order to serve the following public purposes:

1. To facilitate an orderly analysis and minimize the likelihood that the agency will randomly leap from evidence to conclusion;
2. To assure the public that the decision-making process is careful, reasoned and equitable;
3. To assist the parties to the proceeding to determine whether and on what basis they should seek court review of a decision;
4. To enable the reviewing court to trace and examine the agency's mode of analysis.

D. For an adjudicatory act the complete administrative record must be kept. If it is not complete and cannot be reconstructed the proceeding may have to be redone. (Code of Civil Procedures Section 1094.5). See, e.g., Chavez v. Civil Service Com. (1978) 86 Cal.App.3d 324.

E N V I R O N M E N T A L A S S E S S M E N T S

ENVIRONMENTAL IMPACT REPORT

FOR

MT. SHASTA GENERAL PLAN

INTRODUCTION

Because of the structure of the General Plan, it would be inappropriate to have an environmental impact report that addresses all general plan elements with the same level of specificity. The elements of the Mt. Shasta General Plan that will be used most often are the Land Use and Circulation elements. The City has used the other seven elements (Housing, Conservation, Open Space, Safety, Noise, Seismic Safety and Scenic Highways) as primary sources of input for the Land Use and Circulation elements.

The State of California, by adding the requirement that general plans contain open space and conservation elements, has attempted to ensure that environmental factors will be given equal consideration along with economic and social factors when planning for the future. When the State required the noise and safety elements added to the general plan, it became the City's responsibility to ensure that proper considerations were given, during the planning process, to protecting its residents and their property from unwarranted damage resulting from excessive noise and natural disasters such as floods, fires and seismic disasters. With the addition of the housing element to the general plan, one of the counties' most pressing social problems is being addressed at the planning stage.

With the input of the seven additional elements the balancing of economic, social and environmental factors should manifest itself in the land use and circulation elements. If an environmental impact report addressed each element with the same level of specificity, the total environmental impact for the entire general plan could be very misleading because of the environmental orientation of the open space and conservation elements, and because of the normal environmental relationship of the safety and noise elements. The majority of the growth and development decisions will be based upon the land use and circulation elements, therefore these elements must show the ability to adequately protect the environment. The following environmental impact report was prepared primarily to analyze the ability of the Mt. Shasta Land Use and Circulation elements to protect the environment. The environmental impact report should prove to be more meaningful.

I. Description of project

The General Plan for the City of Mt. Shasta is a long range guide for the development and growth of the City and its surrounding area. The plan designates generally the location and extent for differing land uses.

A) Location of project.

The area covered by the General Plan is about 30 square miles and includes lands within the City of Mt. Shasta plus the surrounding unincorporated area. Generally the planning area is bounded on the west by the steeper terrain forming the west side of the valley. This boundary also defines the limits of

the timberland from the valley's agricultural lands. Similarly to the east, but less sharply defined, the boundary of the planning area defines the limits of urban growth from the timberlands extending toward Mount Shasta. The north limits of the area generally is the divide that separates the water sheds of the Sacramento and Klamath (Shasta Branch) Rivers; the south boundary of the area being the northerly extent of the influence of the City of Dunsmuir.

B) Statement of objectives.

It is the objective of the City of Mt. Shasta to balance economic, social and environmental factors so as to provide guidelines upon which future development and growth decisions can be based to insure that growth is orderly and includes an appropriate mixture of land uses to satisfy the 1995 needs.

C) Project characteristics.

The project consists of a text and supplementary data such as maps and charts. The plan contains goals and policies that can be used when considering growth or development decisions. The plan also contains recommended actions to be taken to enhance the possibility of achieving the stated goals.

II. Environmental setting.

A) Local setting.

The Mt. Shasta Planning area lies at the southern base of the 14,161 foot volcanic mountain from which the City's name was so appropriately taken. The mountain dominates the entire region, and for much of the year snow covers that portion of the

peak above 8,000 feet and several glaciers cling year round to the mountain. The majestic mountain exemplifies the natural environment that surrounds the urban development. Fish and game abound with the upper reaches of the Sacramento River below Lake Siskiyou being noted for their excellent trout fishing.

More than 10,000 feet below the mountain's peak the major portion of the area's 4,000 plus residents reside within the incorporated city limits, which is in the eastern portion of the planning area. The western portion is the site of low density residential use with associated agricultural uses. In this area also is limited agriculture which mainly consists of raising beef cattle and the pasture and hay crops required to support the cattle.

Most of the area's economy is directly dependent upon the area's natural resources. The major industry and economic activity is the lumber industry which processes the raw timber of the surrounding area. The fastest growing economic activity is the year round recreational and tourists industry which are dependent on the outstanding scenic qualities and the natural resources of the area.

B) Regional setting.

The Mt. Shasta Planning Area lies approximately 50 miles north of the northern most tip of the Sacramento Valley in southern Siskiyou County. The planning area is in an environment which has much open land that is readily accessible to the public. In the County 63% of the land is in public ownership

of which more than 99% of that public land belongs to the federal government. A total of 2,320,463 acres are designated as National Forest land, which is under permanent management for multiple use: timber, watershed, recreation, game management, grazing and environmental preservation being principal objectives of such multiple use management. National Park lands in the county provide recreation lands, principally devoted to historic and geologic features contained in the Lava Beds National Monument. Bureau of Reclamation Lands are agricultural in nature. The public domain lands of the Bureau of Land Management are principally open space lands consisting of woodlands and grazing lands, timber culture lands, recreation lands and game management lands. Among other agencies are the U.S. Fish and Wildlife Service and the California Department of Fish and Game, which not only operates lands of other agencies for proper management of wildlife resources, but provides hunting areas and protected areas where game population can be restored.

III. Environmental impact.

A) Environmental impact of proposed project.

The General Plan will have no direct effect upon the environment, however, it will have many secondary effects. When considering secondary effects many "if's" are involved. The environmental impact of the General Plan of Mt. Shasta has been estimated, assuming that the growth within the 20 years will be reasonably close to the projected growth, and that the land will be used as depicted in the land use element.

The policies of the land use element shows an important concept of developing the present urban area more fully before encouraging the urbanization of the undeveloped land surrounding the City. One inherent long term danger in this concept would be the total urbanization resulting in inadequate open space within the City. It has been shown in the open space element that adequate open space does exist or can be preserved if the policies of the element are followed.

The secondary environmental effects that will result from the General Plan will be similar to those effects normally associated with urban development. The precise extent of those effects cannot be projected until a proposed plan of development is presented. When any land is developed for urban use the natural environment will always be altered. The policies and proposals contained in the plan have been selected because they should minimize the environmental cost while maintaining the desired urban environment.

B) Alternatives.

The concept of developing the present urban area more fully is the best possible way to protect the total environment of the entire planning area while allowing for reasonable growth in the future. Within the incorporated city limits there is little or no known agricultural land, prime timber land, important or outstanding scenic land, land of archeological importance, and also there is little or no known rare or endangered species of plants or wildlife. If the policy alternative of letting the undeveloped land surrounding the urban area harbor the future

growth was followed it is most apparent that, both in the short and long term, the environmental costs would be much higher. The cost of providing the necessary services would also be much higher.

The land use plan also contains recommended development and density standards. The apparent alternatives would be to raise or lower the standards to adequately protect the area's environment. The standards have not been lowered to lessen the adverse environmental impacts associated with developing a pictorial area because to do so would require using more land to handle the projected growth thereby causing an unneeded expansion of the urban area. To raise the standards, thereby reducing the total land required for developing, it could compact the urban area to the extent that it could cause undesirable social impacts, in an environment in which social problems due to overcrowding should never exist.

- C) Adverse environmental effects which cannot be avoided and irreversable environmental changes when the plan is implemented.

If man is going to develop and use land, then there is going to be adverse environmental effects. The standards in the general plan have been established with full understanding that an environmental price must be paid when land is developed. The standards and land uses of the plan represent what is considered to be by the citizens of Mt. Shasta, a balance of the economic, social and environmental factors, ensuring a peaceful and productive coexistence between the environment and the area's residents both present and future.

D) Mitigation measures proposed to minimize the impact.

This portion of the environmental analysis can be more meaningful when considering a specific project prior to implementation. The general plan is the mitigation measure that will lessen the adverse environmental impacts created by urban growth. Mitigation measures should be examined prior to project implementation. The reason for this is because mitigation measures can change.

E) Growth inducing impact.

The general plan will not induce growth but will serve to direct it. There is no mention of growth limitations because there is insufficient data to justify growth limitations at this time. The plan has provided areas for expansion of all types of land uses which will allow for reasonable growth of the community. It has been shown in the plan that the expected growth in the next 20 years can be absorbed within the urban area and should cause a minimal adverse environmental impact if the plan's policies are followed.

CITY OF MT. SHASTA & VICINITY

ESTIMATED POPULATION DISTRIBUTION 1995



LEGEND

● EACH DOT REPRESENTS
TEN PEOPLE

— = CITY LIMITS

MASTER ENVIRONMENTAL ASSESSMENT (MEA)

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MASTER ENVIRONMENTAL ASSESSMENT

In 1980, the City of Mt. Shasta prepared a Master Environmental Assessment (MEA) of its planning area. The MEA is an inventory of the physical and biological characteristics of the area. The information contained in the MEA is to be periodically reviewed and updated as needed so that it is current and accurate. The primary uses of the MEA are:

1. To assist the City in formulating and updating general plan elements by identifying environmental characteristics of the area.
2. To assist in identifying long range, area-wide, and cumulative impacts of individual projects.
3. To provide a central source of current information which may be used or referenced in EIR's or Negative Declarations.
4. To provide information that agencies can use in Initial Studies to decide whether certain environmental effects are likely to occur and to what significance.

DESCRIPTION OF THE ENVIRONMENTAL SETTING

PHYSICAL SETTING

1. The Mountain

No other single feature so dominates the Northern California scene as does Mt. Shasta. Towering over the City, it rises to a height of 14,162 feet. And just as this majestic mountain dominates the landscape, so does it influence virtually every facet in the life of the City. Weather patterns, vegetation, the local economy, transportation, soil conditions, and the grandeur of the setting are due to its presence.

2. Climate

At an elevation of about 3,500 feet, the City of Mt. Shasta enjoys mild summers with an average high temperature of 85.3°F in July, and an average low of 50.7°F. Winters are inclined to be invigorating with an average high of 41.4°F in January, and an average low of 25.1°F.

Winds are predominately either straight out of the North (22% of total time), or out of the Southeast (36%), with Northwest and South winds the next larger components. Westerly or Easterly winds are rare, and only 2% of the total time will any wind measure a velocity of over 47 MPH.

Precipitation patterns are of the Mediterranean type similar to most other areas of California, with wet winters and very dry summers. Total amounts of precipitation are influenced by mountain topography which produces a rain shadow over Strawberry Valley in which the City is located. Average annual precipitation

is only 36.72 inches with the month of January recording 6.36 inches, and the month of August, just 0.18 inches. Snowfall averages 96 inches per year, but records indicate it is infrequent that more than 24 inches exist at any time.

3. Air Quality

Air quality will be affected by the intensity of human activity in the vicinity and the extent to which that activity uses the atmosphere as a waste sink; by atmospheric characteristics of the air basin; and by natural occurrences such as dust storms and wild fires. The greatest contributor to pollution of air are the products of combustion from furnaces, vehicles and incineration.

The City of Mt. Shasta lies within the Northeast Plateau Air Basin. The County Air Pollution Control District monitors and regulates emissions into the atmosphere. In 1973, the Air Resources Board conducted air quality tests at McCloud in order to obtain ambient air quality data in some of the more rural areas of California. They reported as follows:

CONTAMINANT	A.R.E. STANDARD	AVERAGE LEVEL	NUMBER OF TIMES EXCEEDED
Ozone	0.10 ppm	0.036 ppm	1 Hour
NO _x	---	0.019 ppm	0 Hour
NO ₂	0.25 ppm	0.011 ppm	0 Hour
NO	---	0.009 ppm	0 Hour
CO	10.00 ppm(12hr.)	1.360 ppm	0 Hour
Hydrocarbons	Non-Methane hydrocarbons exceeded Federal Standards for one day		
Particulate	100 ug/m ³	71 ug/m ³	0 Hour
Lead	1.5 ug/m ³	0.08 ug/m ³	0 Hour

Subsequently, continuing monitoring of particulates has been conducted by the Air Pollution Control District at Mt. Shasta City. A recent 14-month period of testing showed particulate matter exceeding California standards of 100 ug/m³ some 8 percent of the time.

While the general quality of the ambient air is high, tests show standards are being exceeded for short periods of time for ozone, non-methane hydrocarbons, and suspended particulates.

4. Topography and Geology

The City lies on the western slope of Mt. Shasta at an elevation of about 3,550 feet, with slopes that average 6-1/2 percent. Ground surfaces are quite even with minor drainways established for surface runoff. Quail Hill to the south and Spring Hill to the north provide the only major interruptions in the immediate vicinity.

The entire City and surrounding area lies on Quaternary Alluvium, underlain by andesite or basalt volcanics, with the exception of Spring Hill which is an andesitic lava cone originating during the pleistocene period. This recent alluvium results from glacial outwash which has been described as " . . . a stratified fan-like deposit formed by glacial melt waters that redistribute the rock fragments that have been transported by glaciers. Glacial outwash is characterized by unsystematic distribution and generally even surfaces."

Not recognized by published geologic maps is the possibility of recent volcanic deposits in the City, which have been transported by hot avalanches in the last 200 to 300 years. It has been suggested by Howell Williams that Diller Canyon on the west side of Shastina was formed by a hot downward explosion. This material, supported by hot gases, may have moved at speeds up to 100 MPH; in this case toward Black Butte, splitting into a north flow and a south flow. The southern flow moved between Black Butte and Spring Hill and is shown in the City's General Plan, as including much of the land west of the railroad.

It should be noted that it was just this kind of hot avalanche, and the threat of repeated episodes, that caused the National Park Service to close visitor facilities in Lassen Volcanic National Park in 1974.

5. Siesmic Characteristics

There is no record of death or injury resulting from earthquakes within the entire northeastern part of California, and damage to buildings has been minor. The State's Preliminary Fault Map (1973), shows the vicinity of the City to be remarkably free

from any known faults. Exceptions are a deep north-south fault through the center of Mt. Shasta (the mountain) and one extending westerly from the center, both of which are overlain by more recent volcanics.

Of ten great earthquakes recorded in California, Oregon and Nevada, only six were even felt in Northeastern California. Active faults in this area are rare, and those that exist are quite small.

Earthquakes are caused by natural processes within the earth that proceed at very slow rates compared to human perception. Recognizing this, we may be justified in inferring that the future will be an extension of the past.

6. Drainage Characteristics

Located as it is on the flanks of Mt. Shasta, the City is very nearly at the headwaters of the Sacramento River. Thus, the City has no major streams to contend with; and with elevations from 3,400 to 4,000 feet, adequate gradients for controlled runoff are readily available. Like many other smaller cities whose growth is accelerating, however, the City finds itself with increasing amounts of land being developed with its attendant increase in runoff, and inadequate downstream surface drainage facilities and storm drains.

Most of the underground drains are old, many are in poor structural condition, and many will be inadequate to carry runoff from the urbanizing area upstream. The City now requires a fee of \$100 for each subdivision lot which is placed in a drainage trust fund to be used for drainage improvements.

Another facet of drainage concerns problems associated with groundwater. High recharge rates from Mt. Shasta, together with highly permeable soils can create difficult underground construction conditions and long-term concerns for foundation stability because of high groundwater.

Individual projects will have to be scrutinized carefully for drainage considerations, offsite as well as onsite, and underground as well as surface.

7. Soil Characteristics

Nine soil series occur within the City limits of Mt. Shasta and the surrounding environs. The series are most easily classified according to their physiographic position and profile characteristics.

The ODA Series (35 bAB) is a deep, stratified, sandy loam. It develops on shallow depressions where there is a continual slow accumulation of soil parent material through fluvial processes, glacial outwash, and mudflow. A shallow depth to groundwater and a moderate potential for frost heave are characteristic of the series. These factors should be considered prior to any construction or modification of the terrain.

The Deetz and Greenhorn Series are soils which develop on alluvial fans and glacial outwash deposits. Deetz (856AB, 856CB) is a deep, very gravelly sand which is very rapidly permeable. It is a good source of sand and road fill. Its major engineering limitation is the instability of sidewalls after excavation.

The Greenhorn Series (38gA) has a stratified profile which is more clayey than the Deetz. Greenhorn occupies a significant area within the City of Mt. Shasta (see 1-41 , "Greenhorn Soils Map"). This soil has limitations which should be recognized.

The Greenhorn is a poorly drained soil with a moderately slow subsoil permeability. Groundwater occurs at a depth of about 18 inches. These are important considerations when undergrounding utilities, installing septic tanks, etc.

Biomass production exceeds decomposition in the wet environment of the Greenhorn Series and there is a net accumulation of partially decomposed organic matter in the profile. With the passage of time, this accumulation has led to the formation of a peat-like layer to a depth of about 8-18 inches. If the water regime on these sites is altered - for example through construction or artificial improvement of the natural drainage - this material can have a tendency for subsidence.

A third limitation of the Greenhorn Series is its severe frost heave potential. Frost heave can cause damage to structures and underground utilities and should be considered prior to any construction.

The Ney and Ponto Series develop on glacial outwash. These soils are similar to one another and to the Deetz Series described above. For this reason, the Ney and Ponto Series are mapped as an association in parts of the study area.

Ponto (68hBD) is a well drained, medium deep, gravelly sandy loam. It is characterized by a moderate subsoil permeability. It has no significant engineering limitations other than a moderate frost heave potential and is a good source of road fill.

Ney (64bEF, 64dEF) is a well drained, medium deep, stony loam. The Ney has a smaller proportion of gravels (course fragments 2mm to 3 inches in diameter) and a larger proportion of stones (course fragments greater than 10 inches in diameter) than does Ponto. Engineering limitations of the Ney Series include a moderate frost heave potential, and a moderate excavation instability. The Ney soils are generally unsuited as septic tank absorbtion fields. They are a fair source of road fill.

The Marpa, Kinkel, Boomer and Neuns Series are upland soils that occur on the rolling hills around Mt. Shasta. The Marpa, Kinkel and Boomer Series are mapped as complexes (3945 CD, 3945 EF); Neuns appears as a separate mapping unit (28bEF). These are shallow, gravelly soils with textures ranging from sandy loam to sandy clay loam. The soils are well drained with the subsoil permeability ranging from moderate to slow. In places, the Marpa-Kinkel-Boomer soils exhibit a moderate shrink-swell capacity. The major engineering limitations of these soils derive from their shallow depth to bedrock. Thus, the soils are generally unsuited to excavation and as septic tank absorbtion fields. They exhibit a severe frost heave potential and are a good source of road fill.

8. Vegetation

The plant community indigenous to the City and vicinity can be classified as Yellow Pine Forest. It will occur in Northern California at elevations of 1,200 feet to 5,500 feet where precipitation averages 25 to 80 inches a year with some occurring as snow; where the growing season is 4 to 7 months;

TABLE OF RELEVANT SOIL CHARACTERISTICS

SOIL SERIES	ODA	DEETZ	GREENHORN	NEUNS	NEY - PONTO	MARPA- KINKEL-BOOMER
Landform	Flood Plains	Glacial & Alluvial Fans	Glacial & Alluvial Fans	Glacial outwash & uplands	Uplands	Uplands
Surface Texture	Sandy Loam	Gravelly sandy loam	Loam	Gravelly sandy loam	Gravelly sandy loam	Gravelly sandy loam
Subsoil Texture	Sandy Loam	Gravelly loamy sand	Loam to clay loam	Gravelly sandy loam	Gravelly sandy loam	Gravelly sandy clay loam
Unified Soil Classification	ML-CL	SM GM-GW	SM ML-CL	GC-GP	GM-SM	GC-SC MC-CH
Natural Drainage	Poor	Well	Poor	Well	Well	Well
Subsoil Permeability	Moderate	Rapid	Moderate to slow	Moderate	Moderate	Moderate
Depth	40" +	60" +	40" +	20" to 40"	20" to 40"	20" to 40"
Source of Road Fill	Fair	Good	Fair	Fair	Good	Good
Engineering Limitations	Moderate frost-heave potential Shallow groundwater	Unstable for excava- tions.	Shallow groundwater Severe frost- heave poten- tial. Moderate subsidence potential.	Moderate frost-heave potential.	Unstable for exca- vations.	Difficult to excavate-- Severe frost- heave poten- tial.

where average summer high temperatures are 80°F. to 93°F. and winter low temperatures average 22°F. to 34°F. The above criteria describe the City and account for the undisturbed vegetation types seen in the area. Trees common in this plant community include the following:

Yellow Pine	(Pinus Ponderosa)
Sugar Pine	(Pinus Lambertiana)
Douglas Fir	(Pseudotsuga Taxifolia)
White Fir	(Abies Concolor)
Incense Cedar	(Libocedrus Decurrens)
Black Oak	(Quercus Californica)

In virgin stands little understory vegetation will occur. This plant community appears somewhat fragile; however, in that destruction of the tree stands permits aggressive intruder species of shrubs to dominate. By reason of natural wildfires caused by lightning, or perhaps recent volcanic activity, large areas of brush fields exist in the vicinity of the City. These brush fields are typified by the following:

Green Leaf Manzanita
Bitter Cherry
Choke Cherry
Sierra Plum
Wild Lilac (Ceanothus Velutinus, C. Integerrimus)
and as an understory shrub: Oregon Boxwood
and often as a tree: Knobcone Pine (Pinus Attenuata)

In areas having abundant groundwater near the surface will be found:

Willow
White Alder
Black Cottonwood

Perennial and annual grasses may occur in these brushfields with perennials dominating in the many wet areas to be found.

The Native Plant Society reports Penstemon Cinicola, var. Keck, is found in the vicinity of the City and is considered

rare outside the Mt. Shasta area. An unusual carnivorous plant, *Darlingtonia Californica*, is found in the general area on the western slopes of the valley, but not in the immediate vicinity of the City.

Native tree stands provide an important economic asset for the area; and all vegetation in general is a habitat for wildlife in providing cover, seed, leaves, and roots for food, and nesting areas.

9. Wildlife

Nearly 63 percent of Siskiyou County is owned by the United States and managed under multiple use concepts, including management of wildlife habitats. It is not surprising, then, to find an abundance of wildlife of all kinds in Siskiyou County.

Wildlife survival is dependent upon the maintenance of satisfactory habitats, some of which are more sensitive than others. Unfortunately, urbanization has the effect of destroying most wildlife habitats. Development of land for industry and commerce, and homes, is simply not compatible with maintenance of wildlife habitats. Loss of habitat means loss of wildlife. It is unlikely that wildlife will just move to some adjacent land when disturbed since nature normally provides a balance, and adjacent habitats will already be at their carrying capacity. Certainly one of the considerations of alternatives should include locational questions of development in less sensitive habitats.

An excellent listing of wildlife can be found in the Conservation Element of the Siskiyou County General Plan. The

fringe areas of the City, and its immediate vicinity provide habitats for a great many of the wildlife species found elsewhere in the County. Without listing all the varieties, wildlife includes the following:

Mammals: Deer, bear, rabbits, squirrel, raccoon, ringtail cat, fox, weasel, otter, skunk, muskrat, opossum, coyote, wildcat, gopher, mountain lion, chipmunk, mouse, rat, mole, porcupine and shrew.

Bats

Birds: Grouse, quail, band tailed pidgeon, dove, goose, duck, owl, hawk, eagle, woodpecker and some 140 varieties of other non-game and song birds.

Reptiles and Amphibians: Salamander, toad, frogs, turtle, lizard and snake.

Fish: Gamefish, trout, bass, perch, sunfish, salmon, and 11 varieties of non-game fish.

Insects and other small living things are quite numerous and only in rare cases would a serious environmental issue be raised about adverse effects involving these creatures.

No rare or endangered wildlife exists in the immediate vicinity of the City. Fishers are included on the Federal List of Rare, Endangered or Unique Species, and are protected (as furbearers) under California law, and may exist in the vicinity. The wolverine, of the same family, is considered rare but the only sightings have occurred at higher elevations in the mountains to the West. The Southern Bald Eagle has no known nesting sites in the area, but has been seen at Lake Siskiyou.

10. History and Archeology Resources

Historical Landmark No. 396 is registered by the State Historical Resources Commission, and is located about one mile

west of Mt. Shasta at the intersection of West Jessie Street and Old Stage Road. The marker commemorates the Strawberry Valley Stage Station. This Station served patrons of the line from 1857 to 1886 when the railroad reached the valley. Located across the road was the Berryvale Post Office, which operated from 1870 to 1887, having as its first postmaster, Justin Hinckley Sisson. The Sisson Hotel stood just behind the marker from 1865 to 1916 when it burned to the ground. The Mt. Shasta Fish Hatchery is also just west of the marker and is the oldest in California, having begun operations in 1888.

A general overview of the archaeological and historical resources of the City of Mt. Shasta has been included as an Appendix to this report. The overview was prepared by Dr. Peter M. Jensen, a Research Archaeologist on the faculty of the California State University at Chico. Material for the overview was taken from the records of the District 2 Clearing House of the Society for California Archaeology at Chico.

The results of Dr. Jensen's investigation show that Aboriginal Indians of the Hokan-Shasta Group occupied the territory within the vicinity of presenday Mt. Shasta. Little is known about these Indians as virtually no excavations have been undertaken in the Mt. Shasta area. However, sufficient evidence has been gathered to conclude that recoverable artifacts may exist in the area. For this reason, any proposed development in the City of Mt. Shasta should include a detailed archaeological reconnaissance as part of its pre-construction planning.

Similar comments apply to the older buildings in town. The City has an Euro-American history which dates back to at least 1827. Dr. Jensen's overview suggests that some structures may have historical value. Therefore, any proposed development which necessitates the destruction of an existing older structure should include an evaluation of the historical significance of that structure in the planning stages.

SOCIAL ENVIRONMENT

1. Population Characteristics

The earliest record of caucasians in Siskiyou County occurred in 1826 when trappers from the Hudson Bay Company passed through. By the 1880's the railroad had arrived and with it the layout of the town of Sisson in 1886, named after H. J. Sisson, an earlier settler. On May 31, 1905, the town of Sisson was incorporated under the general laws of the State and in May, 1924, officially changed its name to Mt. Shasta.

This settlement has always been influenced by its location on one of the few routes between California and Oregon. Explorers and trappers passing through, goldseekers on their way to the goldfields, the railroad which even today passes through the center of town, and the highways - culminating with Interstate Route 5, all contributed to the City's role as a place to stop and rest and seek refreshment.

Lumber mills have long been a part of the local scene, taking advantage of rail transportation. And in later years, motels, restaurants, service stations and accessory shops for

hikers and skiers have responded to the needs of travelers and to the City's unique position as a gateway to recreation on Mt. Shasta. To a large extent, it has been lumber and recreation that have provided the stable industries over the years.

The U. S. Bureau of Census figures show past population trends:

YEAR	POPULATION
1930	1,009
1940	1,618
1950	1,909
1960	1,936
1970	2,163
1980	2,850

The State Department of Finance estimated the population to be 2,490 on January 1, 1976, and 2,500 on January 1, 1977. However, in March of 1978, the City made an estimate of population based on dwelling units recorded as using City water and sewer services. At a per dwelling rate of 3 persons, estimated population was 2,952 - substantially higher than the Department of Finance.

Population increases appear to be accelerating. During the decade from 1960 to 1970, population increased at the rate of 1.17 percent a year, but for the following 7 years, it increased at a rate of 2.23 percent - nearly double. However, for the County as a whole, forecasts predict a more modest 1.09 percent in the next 10 years. What actually happens in the City will depend upon income opportunities through expansion of existing industry in wood product and recreation, new industries, or attraction of those on retirement incomes.

A distribution of employees of classification can be estimated from statistics for the County. Using April, 1977 data, these are reported as follows:

Labor Force-total County	14,825	
Employed	13,025	
Unemployed	1,800	
Unemployment Rate	(12.1%)	
Agriculture, non-salaried	1,700	(13%)
Agriculture, salaried	800	(6%)
Manufacturing, wood products	2,100	(16%)
Transportation & Public Utilities	1,025	(8%)
Wholesale and Retail Trade	2,175	(17%)
Services	1,400	(11%)
Government	2,925	(22%)
Other	900	(7%)

While serious efforts by the Siskiyou County Economic Development Commission and others are being made to stabilize employment, the nature of the wood products industry and recreation is going to remain seasonal in nature and it seems likely seasonally high unemployment rates will remain chronic.

2. Utilities, Services, Traffic and Fire Protection

All standard utilities and services are available in the City of Mt. Shasta with the exception of natural gas.

Water: The primary source of water for the City are two springs located two miles east of the City at an elevation of 4,400 feet. Water is collected in covered and secure works and transported by a 10-inch pipeline to three storage tanks located on Quail Hill (elevation 3,950 feet). This primary source is supplemented by a City owned well located on Washington Drive, just south of Lake Street.

Maximum measured yield of the springs is 4.632 MGD of which Roseburg Lumber owns about 25%. Effective maximum yield for the City is 3.0 MGD. Average yield is estimated at 2.1 MGD. Storage capacity of the four tanks is 1.8 million gallons. The fourth tank was constructed in 1980 near the City's springs.

The City well is artesian and with a new turbine pump will be able to produce up to 1.44 MGD, yielding a total normal capacity of 3.5 MGD for the City's system. Consumption rates for the City are very high with 500 to 650 GPCD (gal. per capita per day) common during the summer. Daily water records for 1977 indicate peak demand can reach 2.1 MGD with daily rates in excess of 1.5 MGD very common.

Under resolution of the City, a strong conservation policy has been adopted which is intended to reduce consumption rates to a maximum of 350 GPCD.

The distribution system for the City is adequate to meet foreseeable future demands.

Sewerage: The City's sewerage system consists of 92,770 linear feet of collector lines, a 12 to 18 inch main interceptor, a secondary treatment plant having a design peak capacity of 2.1 MGD and a special land disposal site for polished effluent which is used during the summer months.

Recent 1980-81 engineering studies indicate that the City's sewage treatment plant capacity can be increased substantially through engineering design and equipment improvements. Developers are required to fund additional capacity requirements for their projects.

Since the plant's construction, several improvements have taken place to cope with problems of heavy winter rainfalls, under capacity lines and emergency storage requirements.

The City has an ongoing yearly program of reducing infiltration in its pipe lines and manholes and thereby creating additional plant capacity in the process.

Other Utilities: Pacific Power & Light furnishes electric power to the City and vicinity. This is a large utility operating in six western states and maintains an in-house long-term load forecasting unit. Generating sources, transmission, and distribution capacity exceed peak demands now and are expected to continue to do so. Throughout the system, the Company operates at a load factor of 64.3 percent.

Pacific Telephone & Telegraph provides telephone service. The Company believes they will experience no difficulties in meeting growth demands.

Cable television is available from King Videocable. Representatives indicate no technical problems in furnishing a quality signal to future subscribers, but are limited by economics to a favorable density before extending service.

Traffic: The City is laid out so that it is reasonably well served by collector, arterials, and connections to Interstate 5. Traffic forecasts for 1995 indicate Lake Street between Interstate 5 and Mt. Shasta Blvd., will need four traffic lanes to handle the 10,000 vehicles per day projected. As commercial developments have occurred, curblines and building setbacks have been located in anticipation of this future need.

Eventually, a railroad over crossing structure needs to be considered to maintain convenience, and a cohesive community. Other streets in the City have capacities to meet projected traffic demands with minimal improvements.

Fire Protection: Mount Shasta Fire Department/Mount Shasta Fire Protection District. Fire protection within the city limits of Mount Shasta is provided by the Mount Shasta Fire Department which is comprised of one paid Chief and 35 volunteers. Officers are one Chief, one Assistant Chief, one Deputy Chief, captains, lieutenants and a Captain of Heavy Rescue. Fire/Rescue is available and provided at any time of need. Insurance Service Office classification rate for the city is class five.

Fire protection for the area outside the city limits is provided by the Mount Shasta Fire Protection District. Insurance Service Office classification rate for the district is class eight. The district has the ability to pump 250 G.P.M. for 20 minutes. The Mount Shasta Fire Protection District is comprised of one paid Chief and 35 volunteers. Officers are one Chief, one Assistant Chief, one Deputy Chief and a Captain of Heavy Rescue. Fire/Rescue is available and provided at any time of need.

The Mount Shasta Fire Department and the Mount Shasta Fire Protection District work together to provide fire protection and fire/rescue (E.M.S.) for the people of the Mount Shasta area. There is automatic mutual aid between the city and the district. The firefighters are trained together and there is some dual ownership of fire suppression equipment. When there is a fire in the district, the district pay the expenses and if in the city, the city pays the expenses.

There is also a third support group called the Mount Shasta Fire Department Explorer Scouts, Post #95. They respond to all fire emergencies in the Mount Shasta area. These Explorer Scouts are trained to aid fire suppression efforts performed by the firefighters. These eleven Explorer Scouts bring the total number of volunteers to 46.

There are three fire stations which are fully equipped and operated by the volunteers. There is land deeded to the fire department for Station IV, and Station V could be built when the Mount Shasta area expands.

Information on the fire stations is provided below:

STATION I 304 West Lake Street	STATION II 306 Pine Street
(1) 1500 G.P.M. Pumper, 4X4 FULLY I.S.O. EQUIPPED 1000 gallon water tank 1000 feet, 3 inch hose 1000 feet, 1 3/4 inch hose 500 feet, 5 inch hose	(1) 750 G.P.M. Pumper, 4X4 FULLY I.S.O. EQUIPPED 500 gallon water tank 1200 feet, 3 inch hose 1200 feet, 2½ inch hose 500 feet, 1½ inch hose
(1) 750 G.P.M. Pumper, 4X4 FULLY I.S.O. EQUIPPED 500 gallon water tank 1200 feet, 2½ inch hose 500 feet, 1½ inch hose	(1) 250 G.P.M. Pumper/Tanker 3000 gallon water tank 300 feet, 1½ inch hose 100 feet, 2½ inch hose
(1) 400 G.P.M. Pumper, 4X4 500 gallon water tank 300 feet, 1½ inch hose This truck is also 95% equipped as a salvage truck	(1) Brush Truck 250 G.P.M. Pump 400 feet, hard line 100 feet, 1½ inch hard line 300 gallon water tank 16,000 pound capacity winch
STATION III 4508 No. Old Stage Road	STATION IV
(1) 500 G.P.M. Pumper 75% I.S.O. EQUIPPED 1200 feet, hose 300 gallon water tank	Station IV will be located at Ream and So. Old Stage Road on land that has been deeded to the Mount Shasta Fire District.
(1) Pumper/Tanker, 6X6 250 G.P.M. Pump 1200 gallon water tank 300 feet, 1½ inch hose 20,000 pound capacity winch	STATION V
	Land will be made available in the Spring Hill area for a site for Station V.

NOTE: Station I and Station II are located on opposite sides of the railroad tracks, so that none of the 25 trains passing through town each day would delay response to a fire.

3. Schools and Health Care

The Mt. Shasta Union School District operates two elementary schools: Mt. Shasta Elementary with K through 3rd, a total of 15 classrooms, and Sisson with 4th through 8th, a total of 18 classrooms. Enrollment has steadily increased from a low of 630 students in 1964 to an enrollment of 800 in 1982. Elementary school administrators say they can accommodate 800 students in the district without distress. There are future projections for additional classrooms at Sisson School.

Mount Shasta High School is one of five high schools within the Siskiyou Union High School District. Enrollments in past years have exceeded 350 students; however, in very recent years enrollments have seldom exceeded 310 - 315 students. Several large classes currently in the elementary schools will temporarily boost enrollments to approximately 400 students within the next three years; enrollments will then drop back to approximately 340 students. The Administration believes the high school can accommodate up to 400 students while still maintaining quality education. Increases beyond the 400 student limit may present problems in a district that has not had a successful bond election since 1960.

Hospital: Completed in 1976, the Mt. Shasta Community Hospital was built with 33 beds to provide a mini health care center program. Since its completion, a variety of new services have been added including a psychiatric room, radiological facility, inhalation therapy, alcohol and drug treatment center, the addition of professional offices for ten doctors, and a heloport for helicopter emergency services.

4. Governmental Offices, Parks, Libraries and Shopping

A variety of government offices are located in the vicinity as headquarter facilities, or to serve the local population. These include the following:

Federal Offices: Mt. Shasta Ranger Station, U.S.F.S.
Weather Service Office, N.O.A.A.

State Offices: Employment Service-Unemployment Benefits
Board of Equalization
Fish and Wildlife Management
Mt. Shasta Fish Hatchery
Agriculture Inspection Station
California Highway Patrol
Motor Vehicle Department
National Guard Armory

County Offices: Health Department
Mental Health
Road Department
Sheriff - Coroner
Building Inspection

Other Offices: Mt.. Shasta Park & Recreation District
Senior Nutrition Center
Justice Court
Mt. Shasta Union School District
Siskiyou Union High School District

The Park and Recreation District operates the City owned park, offering a variety of recreational programs, as well as providing other facilities and programs elsewhere in the City. A county operated City Library is located centrally on Alma Street. A historical museum is presently under development, located on the Mt. Shasta Fish Hatchery grounds.

Completion of a new shopping center complex off Lake Street in 1978 brings a full range of basic shopping opportunities to Mt. Shasta, including competitive regional and national marketing chains. Two banks and one savings and loan office provide financial services. A third bank, presently temporary, is under construction. There are 14 restaurants and 5 churches within the City.

5. Land Use

The City's land use patterns reflect its location on major rail and highway routes, its primary economic base in timber, and its gateway position to recreational facilities on Mt. Shasta.

Two lumber mills utilizing rail transportation, become anchor points for supportive activities in retail commerce, in residential uses and in governmental services.

The railroad originally, and Interstate 5 today, has strongly affected development patterns. Access influences land use probably more than any other single factor, and the same time may severely limit land use. The railroad through town influenced location of the lumber mills, but creates a land use barrier by the nature of its operation. Lake Street is a viable center of highway oriented commerce and local retail trade because of its direct access to Interstate 5, and good local distribution to other parts of town.

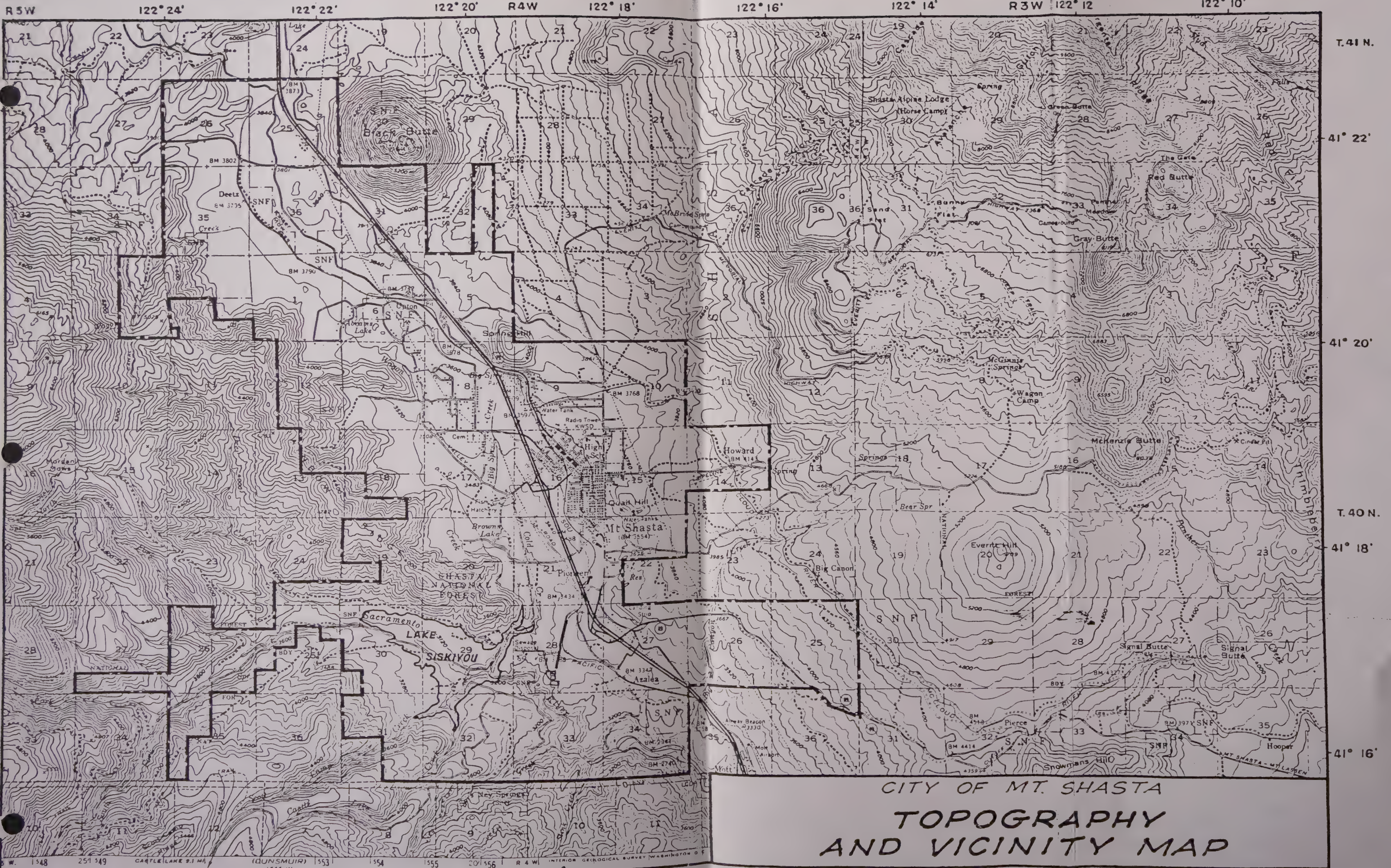
For many years, Mt. Shasta Blvd. was the main route for North-South travel, so much of the City's commerce developed in a linear fashion along this street. Many businesses, those of which are special purpose, particularly, are likely to remain for a long time in these locations. But the trend is toward one-stop shopping where parking is convenient, stores are clustered, and complexes are designed to be attractive and exciting. When such a shopping area is located near major arterials, the stimula is even greater and tends to explain the Lake Street development.

Recent residential development has been to the East, away from the railroad and freeway, convenient to schools, with good local street access, and many natural amenities in landscape and in view.

The City's General Plan is a reflection of historical influences on the town and the need to provide for orderly and logically placed expansion. Government Code amendments in planning and zoning law have transformed the General Plan from a useful guide to a role of lead document on land use decisions. Decisions must be "consistent with" or "conform to" the General Plan. It has become a very strong instrument of public policy.

The purpose of zoning is to protect the established character, social and economic values of development within the City which has occurred in a healthy and orderly manner; to encourage beneficial development of areas which have grown with conflicting patterns of use; and to provide a guide for the future growth of the City. The zoning ordinance is the most immediate implementing tool to carry out the public policy expressed in the General Plan.

Eventually the City's growth to the East will be limited by the U. S. Forest boundaries. With 36 percent of the current City area undeveloped, and annexations easterly still possible, the influence of undevelopable lands on the City's growth will not be felt for many years.

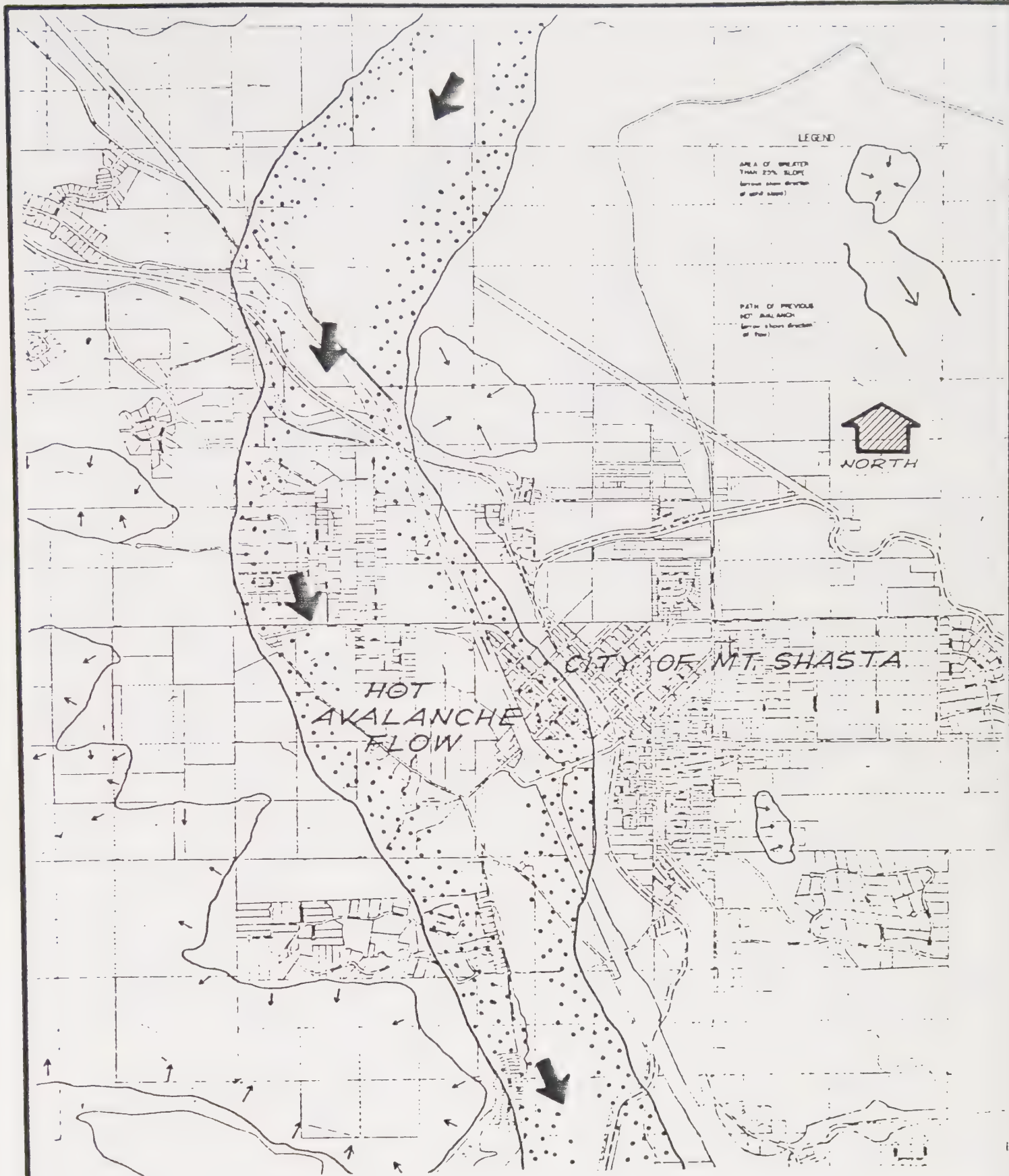


CITY OF MT. SHASTA
TOPOGRAPHY
AND VICINITY MAP

SOURCE: NEED SHEET, GEOLOGIC MAP OF CALIFORNIA
DIV. OF MINES & GEOLOGY, 1964

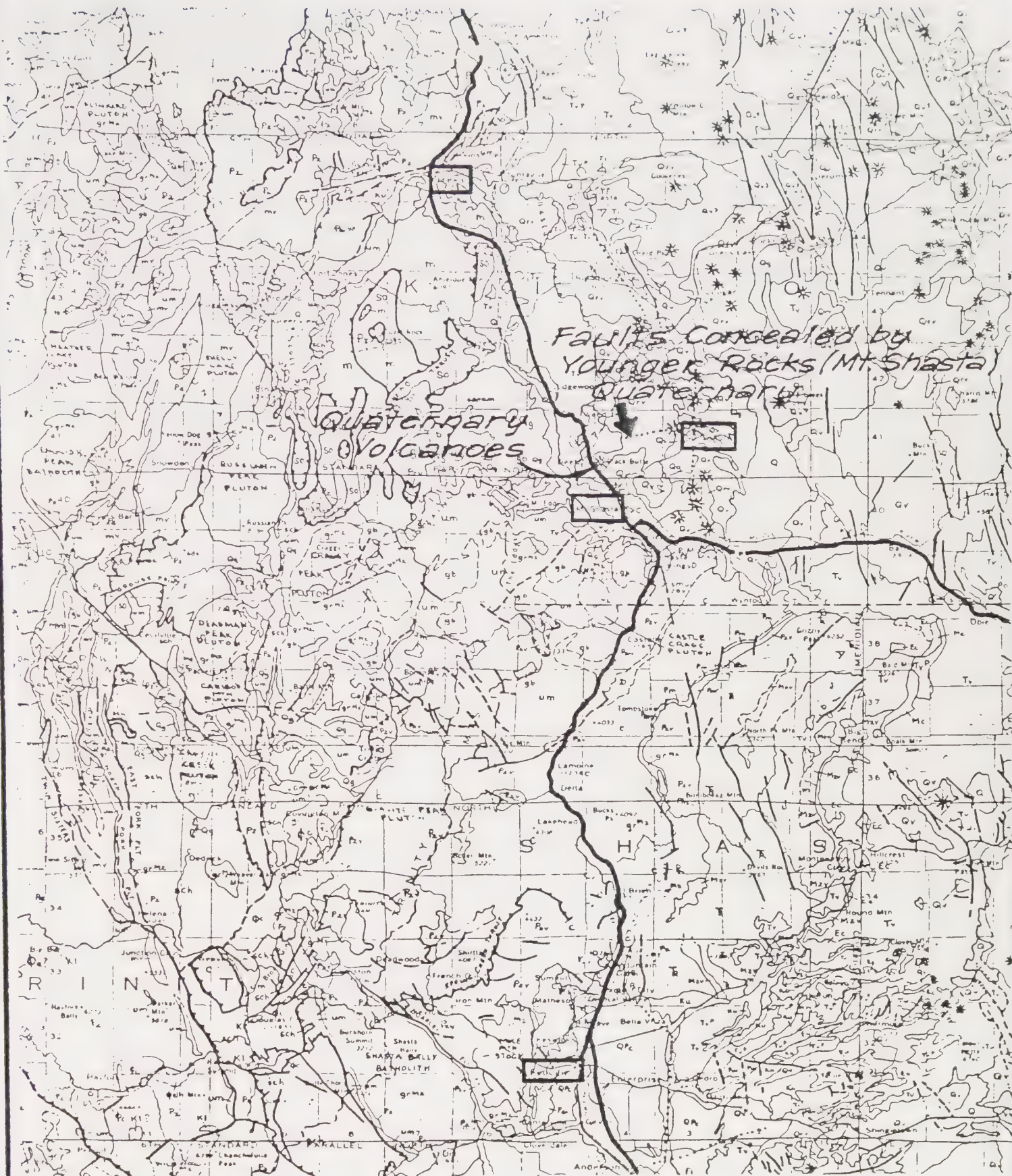


CITY OF MT. SHASTA GEOLOGIC MAP SCALE: 1:250,000



SOURCE: MT. SHASTA GENERAL PLAN.

CITY OF MT. SHASTA
HOT AVALANCHE FLOWS



CITY OF MT. SHASTA FAULT MAP

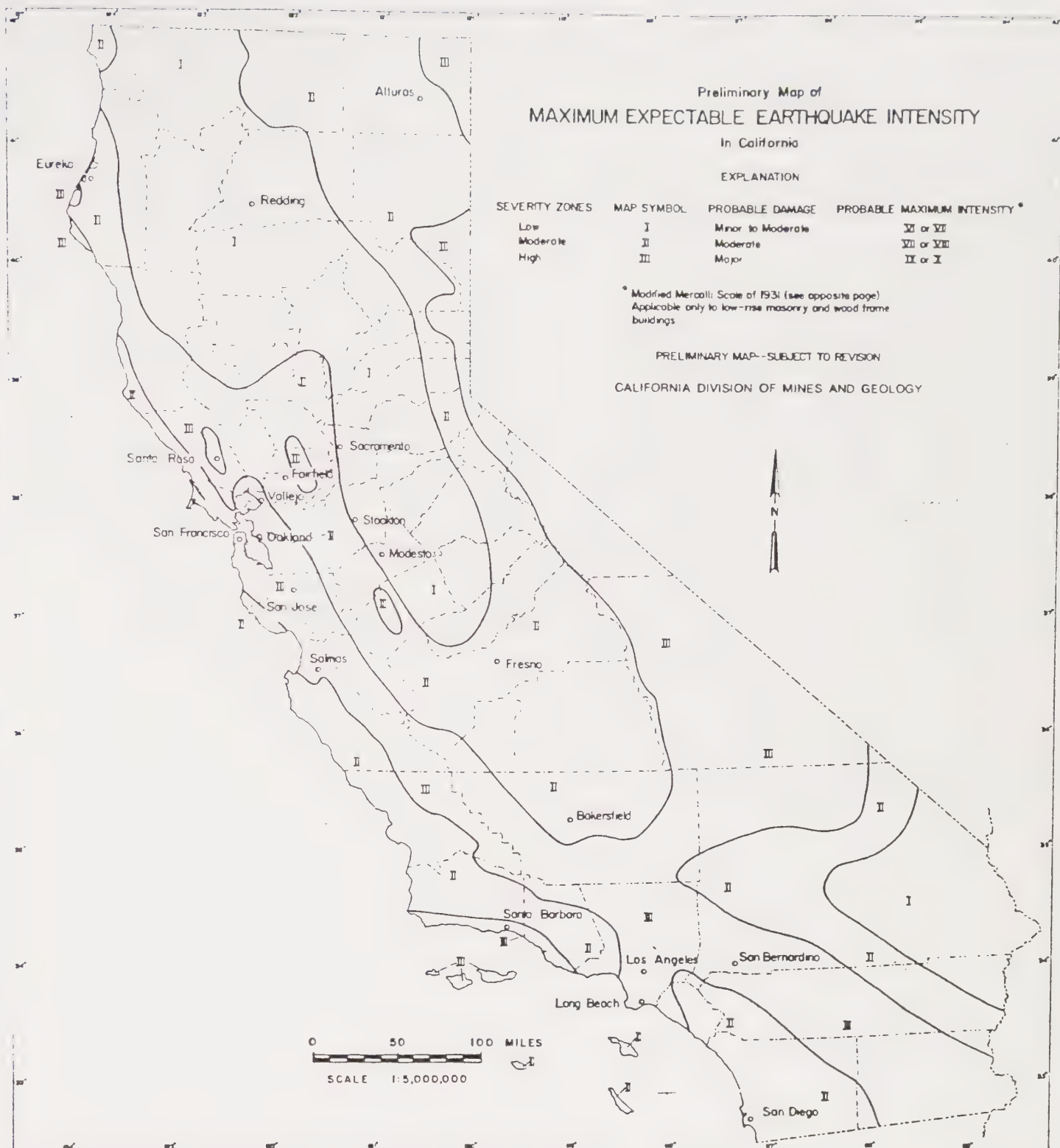
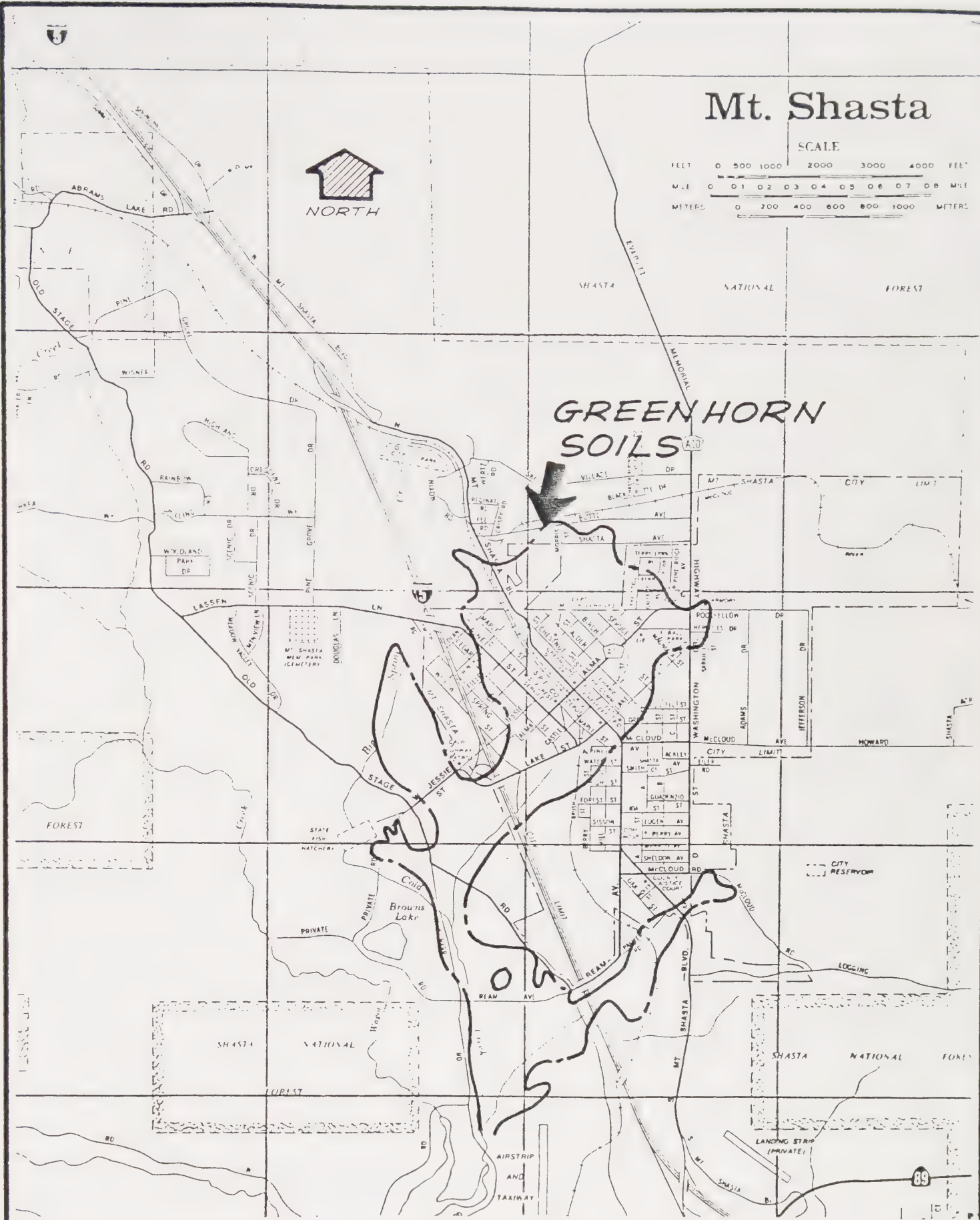


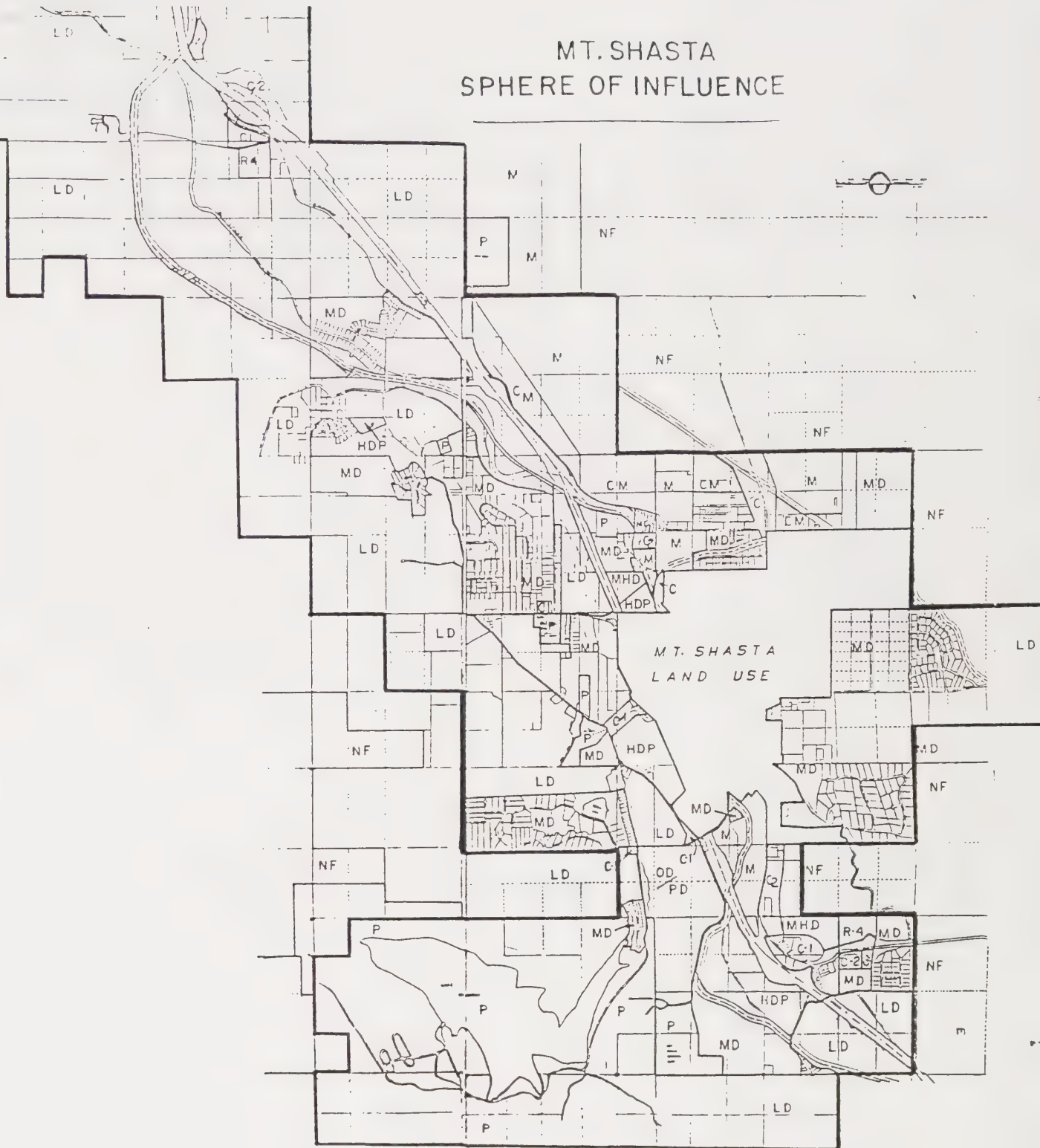
Figure 3. Preliminary map of maximum expectable earthquake intensity in California.

**CITY OF MT. SHASTA
EARTHQUAKE
INTENSITY**



**CITY OF MT. SHASTA
DISTRIBUTION OF
GREENHORN SOILS**

MT. SHASTA SPHERE OF INFLUENCE



Section 3.3 of Ordinance 258

(LAND USE)



CITY OF
MT. SHASTA

SISKIYOU COUNTY CALIFORNIA



(LAND USE)

R-1 Single Family Residential	C-1 Central Business District
R-2 Duplex Residential	C-2 General Commercial
R-3 Multiple Residential	CM Controlled Manufacturing
R-4 Multiple Residential	M General Industrial
& Professional	U Unclassified
OD Optional Design	P Public

ZONING MAP

Section 3.3 of Ordinance 250

ON PRESENT CERTIFY THAT THE PLANNING COMMISSION OF THE CITY OF MT. DIABLA STATE OF CALIFORNIA DID BY RESOLUTION ADOPTED ON THE 11TH DAY OF FEBRUARY 1961 APPROVE THE MAPS AND SECTION 5 OF THE PROPOSED ZONING ORDINANCE OF THE CITY OF MT. DIABLA, WHICH ARE HEREBY BEING FOR ADOPTION BY THE CITY COUNCIL OF THE CITY OF MT. DIABLA, STATE OF CALIFORNIA.

WE HEREBY CERTIFY THAT THIS MAP CONSTITUTES SECTION 2-A OF ORDINANCE NO. 288 ADOPTED BY ORDINANCE OF THE CITY OF MANTUA, STATE OF CALIFORNIA, ON THE 27 DAY OF APRIL 1981

12-83

[illegible]

AN OVERVIEW
OF
ARCHAEOLOGICAL, ETHNOGRAPHIC AND HISTORIC RESOURCES
Mt. SHASTA CITY AND VICINITY

by
Peter M. Jensen

PREFACE

Several development projects which could conceivably have a variety of direct and indirect impacts on local development have been envisioned for the city of Mt. Shasta, California, a small town which lies adjacent to Interstate 5 between Weed and Dunsmuir on the upper Sacramento River drainage. Accordingly, the planning and engineering firm of W.A. Gelonek and Affiliates of Redding, California, contracted with the author for the present overview which is designed to acquaint the reader with the broad outlines of our current understanding of local archaeology, ethnography, and history.

ARCHAEOLOGY AND ETHNOGRAPHY

Today, as in the past, California as a whole was characterized by marked subareal and regional variability in the natural environment, with elevations in the State ranging from below sea level to over 14,000 feet. Wild game and plant resources were accordingly variable, but generally more than ample for the prehistoric and ethnographic occupants of this land. Moreover, the geographical and climatological diversity had important consequences for the complexity of the cultural variation which occurred in the California area. The State was, to borrow Robert Lowie's term (1939), a notorious "patchwork" of tribes and languages, a situation which prompted some anthropologists to account for it with a "fishtrap theory" of human migrations (Heizer 1964). But while the California region is diverse, there appears to have been a general correspondence between ethnohistoric cultural and

and tribal distributions and archaeological or prehistoric distributions.

Although a large number of diverse cultures occupied California during historic and prehistoric times, most of California was dominated by two major linguistic families: the California Penutian and California Hokan. The Penutians held the larger share of the territory, and included such tribal groups as the Wintun and Yokuts of the interior valleys, with the Miwok and Maidu adjoining these groups on the east. The Hokan tribes occupied what might be interpreted as somewhat more marginal positions, being split among people like the Pomo of the north coast and mountains, and the Shasta in the far north region of the State. It is this latter group, which occupied a rather extensive portion of the rugged mountainous portions of northern California, which laid claim to the territory within the vicinity of the present-day townsite of Mt. Shasta.

It is unfortunately the case that very little ethnographic and even less archaeological data are available for the aboriginal groups comprising the Shasta group of Indians. Nevertheless, the materials collected by Dixon (1907), Kroeber (1925) and others is sufficient to piece together at least the broad outlines of the Shasta culture. For our archaeological information, however, we will have to rely on extrapolation from areas to the north and south of the Mt. Shasta vicinity, since virtually no excavations have been undertaken within the area.

The habitat of the Shasta groups falls into two nearly equal halves. One is the western Shasta, or "Sastean" (Kroeber 1925:280) of the Klamath drainage, and the other, or eastern half, the "Palaihnihan", comprised of the Achomawi and Atsugewi who occupied the territory of the Pit River drainage, an eastern affluent of the Sacramento River which enters the Sacramento River south of Mt. Shasta City. The former group of Shastan cultures is the group of interest here, and this group in turn occupied an area composed of several natural drainage areas of about equal size within which occurred at least four primary dialect or cultural subdivisions:

- 1) Rogue River division, called the Kahosadi
- 2) Klamath River division, referred to as Kammatwa
- 3) Scott Valley division, called Iraitsu
- 4) Shasta Valley group, referred to as Ahotireitsu

Apparently the Scott Valley and Shasta Valley groups were occasionally lumped and referred to as a single cultural entity, called Kikatski

(ibid.). On the other hand, there is also evidence that the Scott Valley and Shasta Valley groups were frequently embroiled in feuding, so perhaps the lumping should be considered an externally imposed classification as opposed to an internally or aboriginally conceived one.

Now, while the overwhelming number of Indians in the western or "Sastean" area represented the Shasta Indians proper, there were at least three other closely related groups which Kroeber, for lack of a better term, has called "decayed Shastan groups" (Kroeber 1925: 280). One of these is called the New River Shasta, located at the source of Salmon River which is an affluent of the Klamath, and along New River, tributary of the Trinity River, which is also an affluent of the Klamath. A second group is referred to as the Konomihu, located on the middle course of Salmon River. This particular group constitutes the most divergent of these "other" Shastan groups, and was the first to perish completely in the face of the intrusion into the area by Euroamericans after about 1850. The third of these closely related groups is the Okwanuchu. This group occupied the upper Sacramento River from about the vicinity of Salt and Boulder Creeks to the headwaters of the Sacramento; in addition they occupied portions of the McCloud River and Squaw Creek, from the confluence of these two streams upstream to their origins. It is within Okwanuchu territory that the present-day townsite of Mt. Shasta City is located.

While the Okwanuchu is considered a distinct aboriginal group, there is no doubt about the derivation of this group from the Shasta proper. While Kroeber (ibid.) notes that the dialect was "peculiar", many words are practically pure Shasta. Kroeber also noted that "while there may have been a few dozen or two or three hundred Okwanuchu two generations ago...there is not now one." Lastly, most authorities agree that the Okwanuchu are a direct offshoot of the Shasta proper, and do not represent one of the original divergent branches of the general Shasta trunk. For this reason, and in light of the fact that virtually no ethnographic data are available for for this Shastan sub-group, we must assume (and hope) that the ethnographic data which are available for the Shasta proper apply at least in part to the Okwanuchu.

Concerning the western Shastans generally, most archaeologists, ethnographers, and linguists agree that the direction of movement of the Shastan group into the area of northern California in pre-historic times was from the south to north. This hypothesis is based on linguistic affinity to other Hokan-speaking groups, on the relation of the other Hokan speaking groups to the Penutian "intruders" occupying the Great Central Valley below, as well as on the constraints on movement imposed by the terrain and drainage system of

the region itself. It is equally clear, however, that considerable shifting has occurred among the Shasta within the region which they occupied at the time of Euroamerican contact and for which we have ethnographic and some ethnohistoric information. Evidence for this shifting exists in the dialect and other cultural variations as noted above for the various Shastan groups.

Aboriginal population densities and concentrations within the area are extremely difficult if not impossible accurately to reconstruct. Kroeber (1925:287), following Dixon's earlier study (1907), notes evidence for the existence of at least 19 "towns" along the Shasta River within Shasta Indian territory, each with an average estimated population of 40 persons. The total number of settlements for all the western Shasta was estimated at 50 "towns" at the time of Euroamerican contact, which, coupled with the figure for numbers of person occupying each of these "towns" yields a total population estimate for the Shasta of about 2,000 persons. Kroeber also notes, however, that there are really no reliable statistics for population, particularly given the dramatic consequences on the local population of Euroamerican intrusion. Moreover, many groups living within the general vicinity of Mount Shasta were apparently also referred to as "Shasta Indians" by Euroamericans, so that total figures for the Shasta group of Indians may be quite misleading. Baumhoff agrees with these difficulties encountered in attempting to reconstruct an accurate picture of Shasta population, and omits this group from consideration in his treatment of Lower Klamath Province aboriginal groups (Baumhoff 1963:177).

At no time were the deleterious consequences of European contact more dramatically evidenced than during the period shortly following 1851. At this time the main focal point of Shasta Indian activity was centered around the newly constructed Fort Jones complex, which was established to the west of Yreka between 1851 and 1855. This brief period saw large numbers of Shasta Indians die off from a variety of offenses, including cultural disruption and disintegration and disease (see Heizer 1974). And many of those who managed to survive the initial onslaught opted to attempt escape back into the mountains of the region around Yreka and revive some of the old Indian cultural patterns of adaptation, a fateful decision as it turned out.

It is not clear to what extent the archaeological pattern and sequence obtained from the nearby Klamath area reflects cultural development within this part of northern California. As Butler (1961,1965), Cressman (1956), Bedwell (1970) and others have documented, prehistoric occupation within the Plateau of western North American has considerable antiquity and was characterized by a series of evolutionary modifications as well as influences emanating from the Great Basin during some 11,000 to 13,000 years of prehistory.

Recent work conducted near the Redding area by Clewett (1974) suggests an antiquity in northern California of at least 6,000 years, and probably considerably longer. But virtually nothing is known of the prehistoric archaeological sequence for the immediate vicinity of Mt. Shasta City and the Shasta Valley. Certainly nothing has been accomplished by way of attempting to establish the antiquity of the ethnographic Shastan cultural patterns recorded for this part of the State by the earliest Euroamerican pioneers and later ethnologists.

Assuming that the aboriginal inhabitants near Mt. Shasta City were indeed Shasta, their material culture might include pipes with stone bowls, bow and arrow, deer-hoof rattles, mortars and pestles, although mortars were, according to Kroeber, never used, the Shasta preferring to pound in a basketry hopper set on a slab. In addition, basketry was present, along with dentalium shells that were traded from the Karok to the south and west and some clam shell disc beads. A large number of material objects were manufactured from perishable woods and bone, and survive within archaeological sites quite unevenly, if at all.

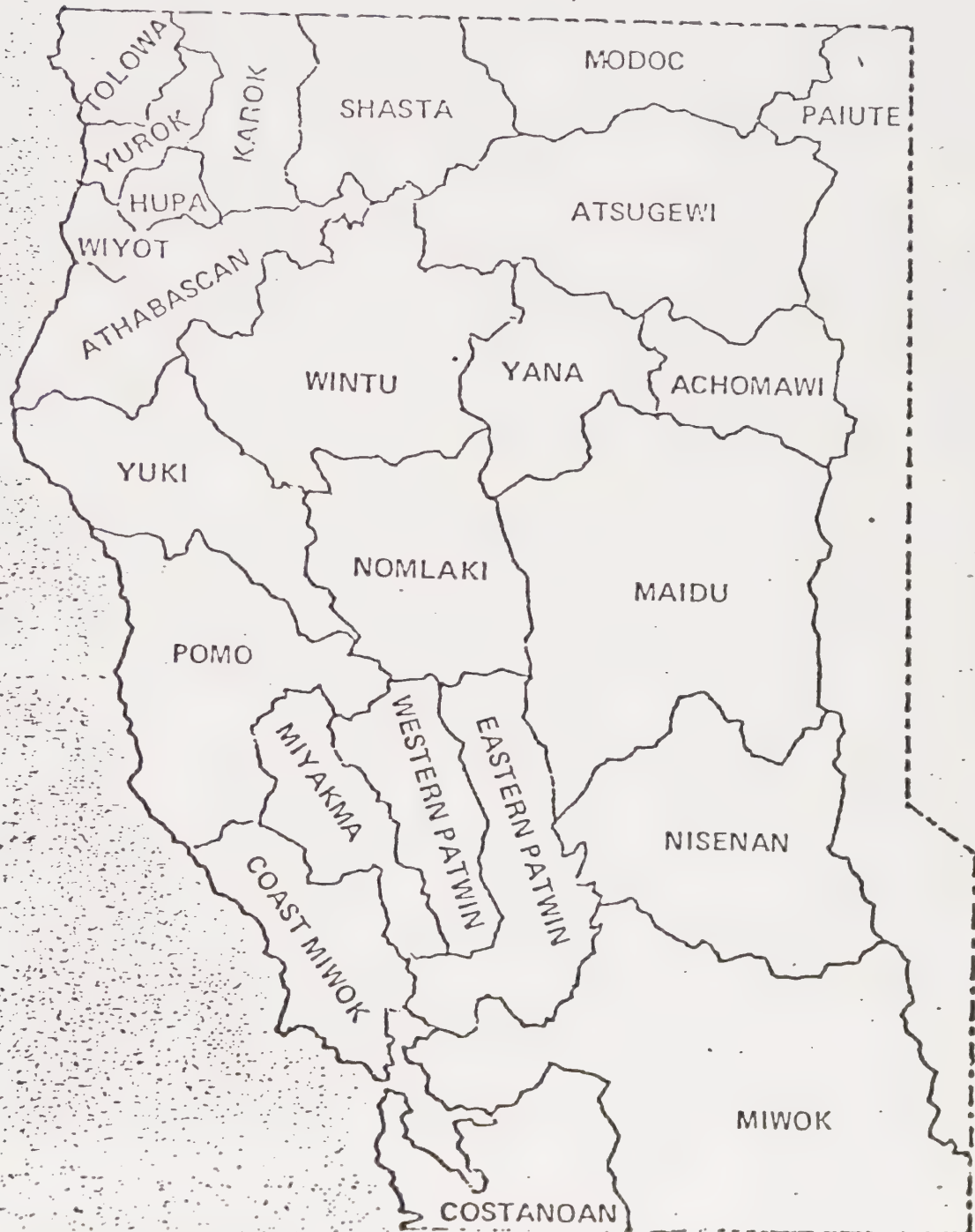
A limited variety of house forms was manufactured by the Shasta in this vicinity. One of the most common varieties of winter houses was the Yurok-type board house, constructed over a central excavated area including a pit for the fireplace. Dirt was piled up to reach the eaves on the outside, and the inside of the structure was lined with slabs of cedar bark. The structure was supported by log posts and the roof area spanned with log rafters, usually four in number. The roof and sides were then boarded over, except for one lower section of one wall which was left uncovered and used as an entryway. The shape of these structures ranges from circular to rectangular. These semipermanent shelters were occupied only part of the year. The summer camp was simply a roofless windbreak of brush.

In addition, the Shasta constructed a large "sweat house". The size ranged from 30 to 40 feet in length and was rectangular in shape. The roof was constructed of planks covered with pine needles and earth. A center post, connected with one at each end of the structure by the ridge pole and holding up a roof that sloped only slightly, was similar in design to Yurok and Karok forms. The floor either was of packed earth or, in the case of the lower Klamath region, of split lumber. The function of this "sweat house" among the Shasta remains unclear. Apparently it was used for gambling and a variety of other "men's" activities, but it was not a "sweat house" or "dance house" in the sense of the Maidu or Yurok large houses which served both of these functions.

These and other material features, constructions, and a variety of other cultural debris including food remains, should be preserved and be recoverable by archaeologists, although in differing degrees of preservation and completeness. And, of course, a digested corpus of such data from individual sites provides the materials for more sophisticated studies of cultural adaptation, change and relationships within the area and region.

MAP 1

Map of Northern California showing the territorial boundaries
and names of northern California aboriginal Indian groups



HISTORIC NOTES

The history of Mt. Shasta City and vicinity has been recorded incompletely, with existing documents and historical overviews relating only part of the fascinating story of early Euroamerican settlement of this area. Some historians (e.g., Eichorn 1957:3, et passim.) suggest that the first Euroamericans to enter Siskiyou County and to observe Mount Shasta were members of a Spanish exploration party headed by Luis Arguello in 1817. A journal entry from this expedition recounts a "very high hill" which the Spanish named Jesus Maria. Other historical sources, however, suggest that this Spanish expedition did not reach as far north as Siskiyou County and that the Russians who occupied the trading post at Fort Ross near Bodega Bay during the early 1820's must have been the first to sight Mount Shasta. Yet, the Russian records do not provide unequivocal evidence for this assertion.

In addition to the possible Spanish and Russian movements through Siskiyou County, we do know that the area was periodically traversed by trappers and other Euroamerican explorers in the early 1800's. However, the earliest securely documented observation and discovery of Mount Shasta occurred in 1827, when Peter Skene Ogden, then working out of Oregon's Northwest Fur Company, recorded sighting Mount Shasta on February 14th of that year. He recorded the name "Mount Sastise" which he claimed was derived from local Indian nomenclature (ibid.:5).

While these first sightings and expeditions through the area are interesting, they produced little impact on the area and its native occupants. However, this situation changed dramatically with the discovery, in 1851, of gold at Yreka Flat. As elsewhere in California, the discovery of gold provided the main impetus for the massive influx of people and the phenomenal period of growth during the succeeding decade. During and shortly after 1851, gold seekers poured into the area, and the area which is now Siskiyou County witnessed dramatic changes as the aboriginal Indian way of life was abruptly replaced by Euroamerican culture. Mining camps and towns sprang up along Scott, Klamath and Shasta Rivers, and a variety of introduced diseases devastated the aboriginal population in the area. But the ability to make substantial profits from gold mining was short lived, and by the early 1860's the gold craze was rapidly dying out. In its stead, the Euroamerican immigrants began to erect permanent settlements as stock-raising, farming, fruit growing and lumbering became much more important than gold in the local white economy (Wilson 1910:5).

Among the first white settlers in Siskiyou County were C. Daley,

John P. King, and R. Walling. These individuals arrived within the vicinity of the present-day townsite of Mt. Shasta City in 1854, although they referred to the general area as "Bear Valley." Subsequently, two other early settlers -- John C. Gordon and John Sires -- began publicly to refer to the area as Strawberry Valley due to the local abundance of strawberry vines and other wild fruit. By 1858 Gordon had constructed a permanent home in the valley, and a Ross McCloud had established a sawmill nearby. In 1866 the first Post Office was established in the Valley at a point approximately 2 miles north of the present-day townsite of Mt. Shasta City, and the name Berryville was finally decided upon (Wells 1881:208). The first postmaster was Justin H. Sission, who also operated the Sission Tavern and a number of resort cabins located along the McCloud River (ibid.; Schrader 1968:59-61). Sission was something of a naturalist, and also provided guide and pack-animal service for a variety of expeditions to Mount Shasta itself. Eichorn (1957: 35) records that Sission had provided services for such notable naturalists as Clarence King (a geologist) and John Muir.

In 1857 Sission had filed a claim for 420 acres of land just south of the townsite of Berryville (Schrader op. cit.). In 1885 Sission, in a shrewd maneuver to secure his future livelihood, relinquished ownership of his 420 acres south of Berryville to the Southern Pacific Railroad in return for a depot hotel and saloon for which he would retain operation rights for the duration of his life. In October of 1887 Sission's "town" was surveyed and lot auctions were held resulting in a first day's sale of about \$4000.00 worth of property. Within three months of the lot auction, a store, saloon, stable and four sawmills had been constructed within the area as well as water tanks which would be used to service the coming railroad engines. By 1888 Judge R.E Montgomery had initiated the Sission Mascot newspaper, the name of which was later changed to the Sission Headlight and still later to the Mount Shasta Herald. By this time the town was known officially as Mt. Shasta, or Mt. Shasta City, although the precise point at which the formal change-over from "Sission's town" or "Sission" occurred is unknown.

In December of 1887 the stage coach line which had served the Valley had made its last run as the railway connection between Ashland, Oregon and Siskiyou Station was completed (Jones 1953: 221-223).

By 1915 Mt. Shasta was the most important town within Strawberry Valley (French 1915:6). In that year more than 1,000 people were employed in its box factory and sash and door plants. Agriculture was still the most important economic endeavor of the area, however, with approximately 10,000 acres of land being devoted to

strawberries, apples, peaches and cherries. In this same year the town also claimed three churches, four hotels and the United States Forest Service had established its headquarters in the area as well.

Today lumbering and sawmills provide the major economic backbone of the community, although agriculture is still an important source of income for many residents. Government employment, trade and tourism account for about 70% of the town's non-agricultural employment. In 1960 the population of Mount Shasta City was estimated at 1,936, and by 1975 the figure was 2,380 (Siskiyou County Economic Development Commission 1976:1).

The growth and development of Mt. Shasta City is typical of the growth cycles for many of the small mountain towns in northern California, with a beginning rooted in mining during the early 1850's which rapidly gave way to more enduring economic pursuits. With the continued migration of people into northern California from southern California and other parts of the United States, and considering the increasing interest in outdoor recreation, it seems clear that Mt. Shasta City can look forward to continued growth in the decades ahead.

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L A N D U S E E L E M E N T

Adopted November 24, 1980

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MT. SHASTA CITY

- LAND USE -

Introduction

Land use patterns in the City of Mt. Shasta are the result of major changes in the socio/economic development of the area. Recognizing these trends helps to understand the present distribution of land use.

In developing a future land use program, it is necessary to recognize what exists and to develop a logical progression of land use, reflecting the present as well as future needs and expected trends.

Historically, the first major land use influence was the coming of the railroad. From its humble start, the railroad surveyed and established the first major townsite. This "old town" location can be found by examining a map of Mt. Shasta and locating that portion of the community in which streets are parallel and perpendicular to the railroad tracks.

Railroads provided the major communication and transportation links to the outside during the early years. Rail service provided an opportunity for trade beyond the immediate area and provided the first opportunity for an exchange of goods and services. As a result, the first identifiable

commercial core developed around the railroad. This core community remains today and is identified as the "downtown".

Housing emerged as a supportive land use to the commerce which developed adjacent to the railroad. This housing was located in the original town as a matter of necessity because transportation was still primarily by horse drawn power. As a matter of convenience, residential uses were in close proximity to, or in many cases a part of (i.e., upstairs) the commercial core.

As the industrial development of the nation matured, the automobile became a major source of transportation and was responsible for the second major land use impact in Mt. Shasta.

As the automobile became the major form of individual transportation, the demand for adequate streets and highways to accommodate cars eventually led to the creation of a Federal and State Highway System. The construction and continued improvement of U.S. Highway 99 through Mt. Shasta created a new trend in land use within the community.

Although the commerce of the community was no longer dependent on rail service, a new influx of commercial opportunities presented themselves - highway-oriented businesses. As vehicles improved in comfort and reliability,

along with the continued improvement of highway and street systems, the major movement of goods and services began a gradual shift - from rail, to automobile and truck. The resultant land use pattern was a stripping of a mixed variety of commercial and industrial land uses along the major highway system (Mt. Shasta Boulevard).

Residential land use was no longer restricted to adjacency to commerce because the automobile allowed the merchant to live some distance from the place of business - in areas more suitable for residential living and enjoyment. Although Mt. Shasta remains fairly compact, the phenomena of urban sprawl and rural living has become a reality. This resulted in a spreading-out of the community and in increased demand to use rural land for suburban and urban use.

The third major event which caused a significant shift in land use patterns was the construction of the I-5 Freeway. This major transportation link bypassed the city and created a new demand on land use.

Some of the factors which created the need for a freeway system included:

1. Larger traffic volumes required more space than was available;
2. Faster vehicle speeds required safer highways;
3. Interstate truck transport became the major mover of goods;

4. Congestion occurred on highways within cities;
5. The numbers of automobiles increased substantially;
6. Increased leisure time and the resulting increased use of the automobile.

The construction of I-5 resulted in a major shift in the location of businesses involved with outside commerce, as well as an increase in the speed, efficiency and comfort of the highway user. The result was a re-orientation of commercial use to interchange locations, where catering to the freeway traffic could be accomplished with the greatest ease.

The earlier strip commercial and downtown areas then found that they were competing with a new trend in land use and that the original reason for their establishment was now contributing significantly to the need to shift the transportation corridor - that is, the business traffic was resulting in congestion, lack of adequate parking, and traffic conflicts with ingress and egress every few feet along the highway.

One result of the new trend was that, while in close proximity to downtown, the Lake Street Interchange developed a convenience shopping center and numerous highway-oriented businesses. Future development of the area along I-5 between Lake Street and Ream Avenue is pending. As

this commercial and light industrial development takes place, further pressure will be felt on the downtown and commercial areas along Mt. Shasta Boulevard to adjust and compete for a portion of the potential market.

The new mobility, the existence of urban support facilities (i.e., sewer), further urban sprawl, and suburban developments have occurred near and around Mt. Shasta, accompanied by an increased demand for rural residential living. The result has been expansion of the geographic area known as the "Greater Mt. Shasta" area.

A broad overview of three major periods of change which have affected land use in and around Mt. Shasta has been presented. Within the city itself there have been a number of smaller land use actions which have had an influence on land use patterns. For example, the construction of the hospital on Pine Street and the attendant demand for supportive professional offices; other such specialized land use action will generally result in complementary land use interactions.

Conflict in land use becomes a major problem for cities, and elected and appointed officials spend an inordinate amount of time resolving land use conflicts. An example of such conflict is seen where the commercial strip

and core area of Mt. Shasta is adjacent to predominantly single-family residential areas. At present a major conflict has not been observed where C-1 and C-2 have shared a common zone change line. The need to expand the commercial areas requires development of the existing zoned commercial areas. Even zoning the land around the commercial areas multi-family does not change the present predominant single-family residential use; in fact, the application of multi-family zoning, or the expansion of the commercially zoned areas, creates further conflict.

The majority of the developed land is being used for residential purposes. Within the City the predominant use is concentrated in three general areas. The most noticeable area is the entire eastern portion of the city. This area is bounded on the north by Shasta Avenue and on the south by Old McCloud Road. It is bisected by Washington Drive. The city's most suburbanized area is the northern contingent of the area. East of Washington Drive between McCloud Avenue and Rockfellow Drive are generally large lot (1-acre plus) single-family residences that have been constructed in the last 10 years. During the past few years this area has experienced the reduction of lot size by "pan-handling". West of Washington Drive from Russell to the Old McCloud Road are single-family residents on small lots. Many of these homes were constructed prior to 1940.

The second residential area is south of High Street between Mt. Shasta Boulevard and the Southern Pacific Railroad. This area extends to the southern end of Oak Street. With few exceptions, this area generally has older homes that are in need of some general improvements.

The third and smallest residential area is between the freeway and Pine Street. Most of the homes are 20 to 35 years old and have been well maintained.

There are two trailer parks in the city. The one in the northern portion is used by the recreational vehicles visiting the area, along with a permanent mobile home park. The second park is located just west of I-5 in the southern portion of the city. This park is occupied by mobile homes that are used for year-round residents.

Commercial activity is concentrated in three general areas. The first area is mainly comprised of retail commercial businesses. It is approximately seven square blocks along Mt. Shasta Boulevard and Chestnut Street from Jessie Street to McCloud Avenue. The second area is along West Lake Street. Most of these businesses are highway oriented. The other commercial area is a strip along South Mt. Shasta Boulevard. It extends from McCloud Avenue to approximately 2 miles south of Old McCloud Road. It is comprised of both retail and general commercial businesses and highway oriented businesses.

Commercial services and professional offices are scattered through the seven block commercial area. Professional offices have developed on Pine Street adjacent to the new hospital.

There are no heavy industrial land uses within the city. There is some light manufacturing on the west side of South Mt. Shasta Boulevard at the present city limits. There is also some warehousing and general commercial uses along Ream Avenue adjacent to the Southern Pacific Railroad tracks. The total acreage for the above uses is less than 20 acres. Roseburg Lumber Mill south of the city limits and Cooper's Mill north of the city limits are the only major heavy industrial uses in the planning area.

Public and quasi-public land uses include State, County, and City offices, a hospital, post office, City/County Library, City Corporation Yard, a high school, two elementary schools, District/City fire station and Headquarters for the National Forest Lands that surround the area. A new hospital was constructed on Pine Street in 1976. A new post office was constructed on Mt. Shasta Boulevard and Alpine Street in 1978. All other facilities can be expanded in their present sites to adequately serve the projected 1995 population. There is also open space on which is located a youth baseball field, city park, and other recreational facilities associated with the

schools. A new park (Shastice) is being constructed in the area.

The map on 2-35 shows the ultimate practical limits of the extension of water services presently provided by the City. Also shown is a 20-year service area of the sewage treatment plant. The City established in 1979 that the plant is at capacity and has set forth procedures for expansion. The present Land Use Plan does not project population densities that would require more elaborate facilities than individual water and waste disposal systems beyond the limits shown on the map. The County has contracted to provide and maintain adequate solid waste facilities for the City.

The Planning Area is within the service area of Pacific Telephone Company and the Pacific Power and Light Company. If the resources are available, it can be reasonably expected that telephone service and electricity will be provided within the normal operating practices set forth by the Public Utilities Commission of the State of California. Other forms of energy are provided on an individual basis; however, in a few areas of the center of the city, limited supplies of gas by mains are available.

There is approximately 400 acres of vacant and undeveloped land within the city limits. How this land is used will be the primary factor in determining the quality of the city in the years to come.

The predominate use of land outside of the city limits is for low density residential with limited agriculture. The major concentration of this use is in the valley west of I-5 along Old Stage Road. All of the productive agriculture in the Planning Area is also located in this area.

Heavy industrial uses do exist north and south of the city limits. These are the two lumber mills, which are the areas prime industry. There is also some commercial activity north and south of the city along Mt. Shasta Boulevard. An industrial subdivision is proposed for the Spring Hill area north of the City Park.

The Land Use Plan shown on 2-37 is a schematic representation of the envisioned 1995 land use. The purpose of this Plan is to provide guidelines upon which future development and growth decisions can be based to insure that the growth is orderly and includes an appropriate mixture of land uses to satisfy the 1995 needs.

Land Use Patterns

Commercial land use has been described earlier; the majority of commercial activity is found along Mt. Shasta

Boulevard, downtown, Ream Avenue and extending along Lake Street to the I-5 Interchange. Some very specialized commercial activity is noted along Alma Street and Everitt Memorial Highway - i.e., KWSD Radio and the commercial developments oriented to the Mt. Shasta ski area and other mountain attractions. Siskiyou County zoning reflects C-1 zoning along Everitt Memorial Highway.

Existing multi-family development in Mt. Shasta is not concentrated in any specific area or areas. A comparison of the zoning and Land Use Map shows that the various multi-family zoning districts are applied to areas where the city is nearly fully developed. Multi-family zoning was introduced into these areas to create a land use "buffer", and to provide economic incentives for removing existing deteriorating structures (and replacing them with multi-family units).

Multi-family development in past years is concentrated in various areas throughout the city. It has been the trend to develop lower cost land in multi-family use because of economics. In some cases a "buffer strip" was the criteria used, but multi-family buffers are not a cure-all between commercial and single-family residential. In many cases the C-1 and C-2 uses are more compatible than the R-2, 3, 4 uses.

Single-family residential is the predominate land use with Mt. Shasta. The single-family structure is found in all sectors of the community.

While single-family residential land use is the least demanding with respect to location, it represents the most critical in terms of land use conflict. In the evolution of the city, single-family residential uses have always been a "support" residential function (supporting the business and railroad communities). As the community expanded, various "more economic" (commercial and industrial) uses began to encroach into residential areas. When, as was usually the case, the various land uses were not compatible, the single-family residential land use gave way. As a result: (1) single-family residential neighborhood residents are upset; (2) deterioration of the single-family residential structures increases; and (3) existing single-family residential structures become converted to multi-family uses.

Single-family residential uses will continue to dominate the land use scene, even though there is a trend toward more compact urban environments as a result of increased housing costs. This trend comes from metropolitan beliefs and is not necessarily the desire of small communities like Mt. Shasta.

A considerable amount of zoned industrial land in

Mt. Shasta is undeveloped. Two industrial areas exist, one in the southerly section of the community which contains the large lumber mill. To the north and south on Mt. Shasta Boulevard there is considerable vacant commercial land. Also in planning at this time is the Spring Hill Development, McCloud River Railroad land off Everitt Memorial Highway, Shasta Terra along I-5 and Snowview Subdivision off Old Stage Road.

Land use density and intensity criteria (following) are designed to provide the basic information for land use application via the zoning ordinance. By identifying the density and intensity of land use, projections of future population can be made and projections of support land use functions determined.

a. Low Density Residential-Agricultural

The areas designated as low density residential-agricultural use are intended to provide location for suburban or rural residential type single-family uses with associated limited agricultural or open space uses. The standard of density to be achieved in this area is generally of one family per five acres and dispersed buildings, and reflects basically the fringe of the urban development. This area fringes the more densely populated areas and extends generally out to the boundaries of the National Forest Lands.

b. Medium Density Residential (Single-Family Residences)

Medium density residential areas are intended to provide locations for single-family residences. Standards of density for such areas are 6000 sq. ft. of land per family, 7000 sq. ft. on corner lots; 7500 sq. ft. of land per family would be required on hillsides. These standards would result in an overall density of 4.8 families per gross acre. At the density specified for this land use class, the building coverage should not be permitted to exceed 40% of each building site. This density would include all buildings, accessory or incidental to residential use. Individual sites for churches, schools or other public or quasi-public uses may be permitted at greater building intensity for limited areas, since such uses are intermittent and not continually occupied as in the case of dwellings. Building heights are not to exceed 35' or 2½ stories. A minimum of two off-street parking spaces should be required.

c. Medium High Density Residential

The areas designated for this category are intended to provide locations for single-family residences, duplexes, triplexes and under certain circumstances may permit an apartment development of the garden court type. The standard of density to be achieved for such areas is 3000

sq. ft. of land per family. This would result in an average density of 12 families per gross acre. Areas proposed for this medium high density residential use should be the subject of clearly defined zoning controls to insure a high standard of development. It is intended that the area in this Land Use Class would have a building intensity not to exceed 60% coverage of any one building site. The minimum lot size should be 6000 sq. ft. with corner lots to be 7000 sq. ft. Maximum height of buildings is suggested at 35' or 2½ stories. Two off-street parking spaces per family is suggested.

d. High Density Residential-Professional Office

High density residential-professional office provides for all residential uses allowed in the previous medium high density residential class. This land use classification would also permit other residential uses such as hotels, motels and mobile home parks. The standard of population density is to be maintained at 15 families per net acre on an overall basis. There shall not be less than 1500 sq. ft. of land site area for each dwelling unit in any residential use. Minimum lot size shall be 6000 sq. ft., with corner lots being 7000 sq. ft. Mobile home parks should not exceed 9 units per acre. Transient uses, such as motels, should provide at least 500 sq. ft. of land per unit. In this land use class, building intensity should

not exceed 60% of the site area. Two off-street parking spaces should be provided for each family unit. Transient uses need to provide parking commensurate with the proposed use. Building heights should not exceed 45 feet.

Professional office uses, mortuaries, etc., would be permitted subject to limitations of a carefully designed and thorough zoning plan as to the appropriateness of the location for the particular types of uses. Professional offices should have a minimum lot size of 6000 sq. ft., with corner lots of 7000 sq. ft. Maximum lot coverage for professional offices should be 60% of the net area of the lot. Building height should be limited to 45'. Parking is to be provided at a ratio of one space per 200 sq. ft. of gross floor area.

e. Commercial

The retail commercial areas provide places for, but are not limited to, business and office use, general retail outlets, restaurants, professional offices, and other business offices. In some instances outdoor sales may be provided; however, in general, business operations are to be conducted within buildings. Off-street parking is to be provided, and a limited amount of space should be provided for landscaping or other open areas. In the central business areas it may be necessary for a group, or some public agency, to continue to provide centralized parking

facilities. The general commercial areas will not only provide for retail outlets, but also the heavier services uses such as automobile repair shops and other facilities serving the traveling public. In addition, these areas may be occupied by wholesale and warehouse uses serving retail outlets and manufacturing and industrial operations.

In providing areas for off-street parking, driveways, open spaces and landscaping, the building intensity standard will be established at approximately 33% coverage of net acreage. When residential uses exist, the density should be in accordance with those of the high density residential-professional land use class.

f. Controlled Manufacturing

This land use classification is intended to provide areas for warehousing, wholesaling, fabricating, component assembly, small parts manufacturing and processing, electronic assembly, research activities and other limited manufacturing uses. This land use classification is intended to provide locations for high value plants that will be operated in such manner as not to disturb nearby residential areas. Furthermore, the uses established in this land use class should have no external evidences that may in any way be of disturbance to other plants located nearby.

The building intensity of this land use category should

not exceed 33% of the net site area, the balance of such site area being diverted to off-street parking and loading areas, and landscaping. Since separation of industries to eliminate disturbance from one to the other is of importance, the maintenance of significant areas of open space between individual plants is paramount. In the utilization of this land use category, significant zoning controls have been adopted in order to maintain the integrity of the district and assure the suitability of occupancies established in it. Appropriate in such zoning controls are Performance Standards, limiting to a substantial degree any disturbing factors which may originate from such users.

g. General Industrial

These areas are to be devoted to basic manufacturing, such as saw milling and other heavy types of industrial use. As the basic raw material of the county is wood, it is expected that lumber manufacturing will be the most important element of the general industrial picture. However, remanufacturing plants, which may become customers of the present basic industrial operations, are potential.

The building intensity for the general industrial areas should be the same as in the controlled manufacturing area. However, because of the nature of the individual

basic industrial operations, variation must be considered so that the final result is achieved over a broad area of land.

h. Public and Quasi-Public Uses

Much of the public and quasi-public lands are being used for recreational uses. These include: Lake Siskiyou in the Western portion of the Planning Area, the City Park, and neighborhood parks adjacent to the elementary schools. There are also extensive recreational facilities located at the high school. Presently the Mt. Shasta Recreation District is constructing an additional park on Rockfellow Drive within the City limits.

Public and quasi-public uses should be accommodated in the various zoning categories used to implement the land use plan. The public and quasi-public uses should be regulated by a Conditional Use Permit process to afford adjacent property owners notice of a proposed public or quasi-public use, as well as to allow the City the opportunity to determine the compatibility of the proposed use in relation to existing and proposed land uses.

Lot sizes, building heights, density or intensity of use, parking and other site considerations should be commensurate with the proposed use.

MT. SHASTA LAND USE ELEMENT

- GOALS -

GOAL #1 Mt. Shasta will try to provide adequate land, through its Land Use Plan, for all urban uses, and will try to provide urban services for all expected population growth.

This goal has two parts: First, it states that Mt. Shasta has the responsibility to provide for all types of land uses which are necessary to meet the diverse needs of the community. Some types of land use may be less palatable than others - i.e., junkyards. However, it is not sufficient to say that junkyards are not permitted in the city; this simply forces them into the county area adjacent to the city, with little consideration for the community welfare.

The second part of this goal places the responsibility on Mt. Shasta to adequately plan for the future growth needs of the city. Mt. Shasta is responsible for sewer, water, streets, etc. Because public facilities are costly to construct and maintain, a Capital Improvement Schedule has been developed, using this Plan as a guide. The most serviceable and economical expansion of these public facilities will occur as a result of coordinating projected growth rates with the most efficient uses.

GOAL #2 Mt. Shasta shall continue to foster the sense of community through the planning process by careful land use distribution to preserve the "neighborhood" feeling.

The sense of community is an important aspect of Mt. Shasta. To achieve this goal, very careful attention must be paid to the neighborhoods and to what types of land uses are compatible with any given area.

GOAL #3 To promote a community-centered growth policy; to preserve the integrity of the community; and reduce future service costs resulting from urban sprawl.

This goal speaks to urban form and an expressed desire to contain urban expansion within reasonable limits to prevent urban sprawl. This goal would further Goal #2 (above) by maintaining a cohesive community.

By maintaining a compact urban form, the cost of extending public facilities, whether financed privately or by public funds, will be reduced. This would provide a more efficient use of existing facilities and reduce maintenance costs, simply because there would be fewer miles of streets to maintain and fewer feet of sewer and water lines to be maintained.

The compact urban form must be applied reasonably. As stated, the City of Mt. Shasta has the responsibility to provide adequate land for all urban land use needs. Further, it is necessary to provide for a wide range of choice in

the marketplace, and adequate lands must always be available for all uses. This balance is constantly subject to pressure and should be handled by a continuing review process by the City. Single-family residential is a particular living style. As a result, lot sizes are not to be reduced to provide housing; rather, Planned Unit Developments are to be encouraged.

GOAL #4 City services such as sewer, water and streets shall be planned to further the objectives of this Land Use Plan and City Master Facilities Plan. City services shall not be extended beyond the city limits without agreement to annex.

The first part of this goal reinforces Goal #1 (above); at the same time, it states that public facilities of Mt. Shasta are to be in harmony with the Land Use Plan. This statement concerns more than just providing needed services; the intent of this goal is to have the public services working toward achieving the objectives of this Plan, and to prevent them from developing as an independent activity or at cross-purposes to the Mt. Shasta Land Use Plan.

GOAL #5 To preserve and set aside open space corridors, street rights-of-way, or other needed areas, during the development of land.

The most economic method for preserving needed public

areas is to require their dedication or acquisition at the time property is developed. This process sets aside areas which have been designated as parks, open spaces and streets, and prevents the City from having to acquire these areas after development has taken place. To acquire "after the fact" usually increases the cost substantially, and results in neighborhood opposition, especially with arterial streets.

As in most cases, this goal also requires discretion as to application. To require one property owner to dedicate a large park or open space would be unreasonable. However, the dedication of street rights-of-way and the creation of construction requirements are reasonable.

In some areas, to protect topographical conditions or other unique conditions, it may be necessary to utilize the provisions within the City's Zoning Ordinance to increase lot areas.

The projected land use for Mt. Shasta is depicted on 2-37. The land use designations reflect the present land use patterns, projections of future needs and apparent trends in various land use categories.

Perhaps the most dramatic change in the land use pattern involves an increase in residential diversities which affords an opportunity to create a wider variety of

housing types. The trend in housing, as a result of high costs, is for increased densities; Planned Unit Developments, condominiums, and multi-family rental housing. This trend will not negate nor replace the single-family housing dominance in Mt. Shasta; however, opportunities to acquire adequate housing within the economic ability of the community is an important consideration.

LAND USE LOCATION REQUIREMENT

In examining land use and projecting future land use within the community, each major category has specific location requirements. The information presented here will outline the locational requirements of the three major land use categories: residential, commercial and industrial.

Other land use categories, such as public uses and parks and open space, will be secondary to the three major classifications given above. In many instances, other types of land use within the community are supportive of the existing primary land uses.

The three primary land uses outlined here (residential, commercial and industrial) have many sub-categories which also have more finite locational requirements than the general classification itself.

Residential

Residential classifications are given the most consideration by most planning commissions, and the preservation of the integrity of residential neighborhoods seems to be a high priority with most communities. The land use requirements for the residential living can vary, and are the least demanding of all land use classifications. Terrain and locations which are unsuitable or undersirable

for industrial or commercial purposes can adequately serve and meet the needs of residential units. The following is an outline of the requirements for residential purposes:

- A. Terrain with a variety, offering fairly level, rolling and hillside sites, depending upon the topographic characteristics of the urban area.
- B. Have an adequate transportation system and be in close proximity to major streets with direct connections to work and leisure-time areas.
- C. Supported by public land use such as schools, churches, open space and recreation facilities. Further, supported by adequate shopping facilities in close proximity with easy access from the residential neighborhood.
- D. A range of choices in residential densities.

The residential densities raises the issue of sub-categories of residential living, ranging from single-family residential living with one dwelling unit per lot, to multiple-family dwelling units which can have extensive numbers of dwelling units per lot. There is a need to establish a full range of residential densities and modes of residential living. As the residential densities increase, the close proximity to open spaces and recreation areas, transit

systems and commercial areas becomes more important. The distances between these support facilities and the lower-density residential (single-family) living can be greater.

Commercial

Commercial activities are usually confined to specific areas which provide a variety of shopping and an opportunity for the residents to compare prices, quality, and brands, providing for selection and competition. The following requirements are designed to provide adequate support for commercial activities in a community.

A. Adjoining heavy traffic flows, central to the tributary area.

1. Central business district. Location close to peak flow of traffic and pedestrians, where retail, professional, financial, and related services can be conveniently accommodated.
2. Regional business centers. A location close to two major arterial tributaries with a site adequate to accommodate peak parking needs and a complete line of shop and store types.
3. Highway service centers. Locations on outlying areas on major highway approaches to the urban area. Where sites are adequate for an

integrated design of drive-in services, motel accommodations, and proper consideration given to highway safety.

Industrial Areas

Perhaps the least understood of all land uses are the industrial classifications. In the field of economic development and the enticement of industrial plants to a community, the land use needs of industry are very specific. Little deviation from the requirements of industrial classifications can be made. Unfortunately, most communities select their least desirable property for industrial purposes. This limits the potential and virtually excludes a community from future economic development.

Land requirements for industrial areas are as follows:

A. Reasonably level land, preferably with not more than 5% slope, capable of being graded without undue expense.

B. A range of choices from fringe to dispersed locations.

1. Extensive manufacturing: large open sites for modern, one-story buildings and accessory storage, loading and parking areas in the fringe and dispersed locations. Usually five acres as a minimum.

2. Intensive manufacturing: a variety of sites for modern, one-story or multiple-story buildings and accessory storage, loading and parking areas. In close-in and fringe locations, usually under five acres.

C. Direct access to commercial transportation facilities, such as highways for major truck routes, railroads and air cargo facilities.

D. Access within a reasonable period of time to residential areas and the labor force needed to support the industry, with direct, major thoroughfare routes to the housing areas.

E. Availability of utilities to support the industry, such as power, water, and waste disposal facilities.

F. Adequate methods of treating:

1. Chemical wastes
2. Solid waste
3. Potentially hazardous effluents

G. Compatibility with surrounding uses with sufficient protection by land use regulations to allow stability and continuous operations of the industrial plants.

Secondary land uses such as public service facilities, recreation, education and cultural facilities, are generally

supportive of the three major land use categories. These facilities will be located in terms of the support need of the particular land use involved. For example, open space and recreation areas will be located within neighborhood communities and responsive to the particular need of those neighborhoods. Specifically, high-density, multiple-family use would warrant the establishment of open space and recreation opportunities in very close proximity to these designated areas.

Public service facilities also include such items as garbage and refuse disposal, sewage waste treatment sites, and the delivery and distribution of water services.

Regions serving education, recreation and cultural facilities again are somewhat supportive of the community and a larger region. Specific requirements for land location are necessary to serve this need, such as reasonable, level land for facilities involving structures, accessory parking, and active recreation areas, with perhaps not more than 5% slope.

Land use patterns do not happen "by accident". They are the result of locational elements which come into play from the inception of the city. The continuing application of these kinds of principles in a logical, progressive manner, will insure a workable land use pattern which

provides for all of the land use needs for the city.

By recognizing the needs of various land uses, a systematic approach to future needs can be established.

LAND USE ZONING
By Acreage and Percentage

Siskiyou County

City of Mt. Shasta

<u>Zone*</u>	<u>Acre</u>	<u>%</u>	<u>Zone*</u>	<u>Acre</u>	<u>%</u>	<u>Total Acre Per Zone</u>
LD	3100	22	-	0	0	3100
MD	1480	11	R-1	483	39	1963
MHD	80	.6	R-2,3	92	7	172
HDP	320	2	R-4	70	6	390
C-1	120	.86	C-1	104	8	224
C-2	120	.86	C-2	63	5	183
CM	140	1	C-M	47	4	187
M	1240	9	M	0	0	1240
P/PQ	1680	12	P/PQ	201	16	1881
NF	5600	40	-	0	0	5600
PD	80	.5	OD	15	1	95
Hwy.	60	.4	Hwy.	20	2	80
Street				145	11	
Railroad	20	.15	Railroad	10	.8	30

Approximate gross acres County area 14,040

Approximate gross acres City 1,250

Acreage vacant in each zone See Housing Element**

All above calculations are approximate for comparison only.

* See 2-36 for definition.

** To be updated in 1981.

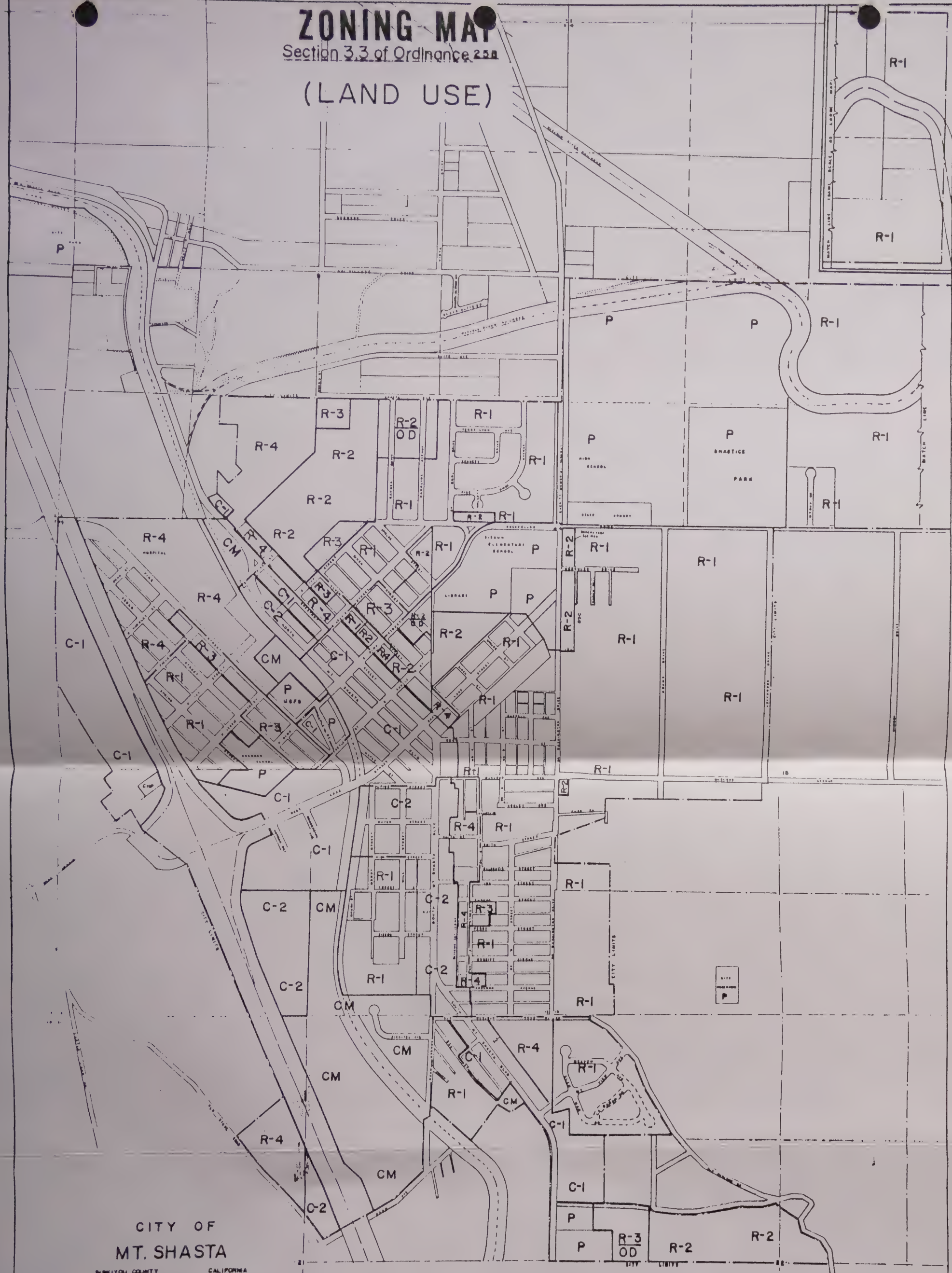


CITY OF MT. SHASTA
UTILITY SERVICE LIMITS

MAP LEGEND

DESCRIPTION	ABBREVIATION IF USED	LAND USE MAP COLOR	MT. SHASTA'S ZONING IS:	COUNTY'S ZONING IS:
LOW DENSITY RESIDENTIAL-AGRICULTURE	LD	LIGHT GREEN	MINIMUM 5-ACRE PARCEL (NONE IN CITY)	RAB
MEDIUM DENSITY RESIDENTIAL	MD	YELLOW	R-1	R-1
MEDIUM-HI DENSITY RESIDENTIAL	MHD	OCHER	R-2 & R-3	R-2 & R-3
HI-DENSITY RESIDENTIAL-PROFESSIONAL	HDP	BROWN	R-4	R-4
RETAIL COMMERCIAL	C-1	LIGHT RED	C-1	C-1
GENERAL COMMERCIAL	C-2	RED	C-2	C-2
CONTROLLED MANUFACTURING	C-M	LIGHT BLUE	C-M	M-1
GENERAL INDUSTRIAL	M	BLUE	M	M-2
QUASI PUBLIC or PUBLIC	QP P	GREEN	P	
NATIONAL FOREST				NF
OPTIONAL DESIGN - PLANNED DEVELOPMENT	OD/PD	OD/PD	OD/PD	PD

(LAND USE)



CITY OF
MT. SHASTA

SHERIDAN COUNTY CALIFORNIA



LEGEND

R-1 Single Family Residential	C-1 Central Business District
R-2 Duplex Residential	C-2 General Commercial
R-3 Multiple Residential	CM Controlled Manufacturing
R-4 Multiple Residential	M General Industrial
& Professional	U Unclassified
OD Optional Design	P Public

(LAND USE)

ZONING MAP

Section 3.3 of Ordinance 258[illegible]

we hereby certify that the aforesaid commission of the City of St. Charles, State of California, has been duly adopted and the same is hereby being attested by the proper officers of the said City of St. Charles, then and there lawfully assembled for the adoption of the City Council of the City of St. Charles, State of California.

WE HEREBY CERTIFY THAT THIS MAP CLASSIFIED SECRET & OF
CONTAINS NO INFORMATION ADVERSE TO THE INTERESTS OF THE CITY OF
SANTA FE, NEW MEXICO, ON THE 7 DAY OF APRIL 1961

1944

LAND USE VS. ZONING

Land Use	Zoning				
	R-1	R-2	R-4	C	C-M
Public Quasi-Public	142.29 Ac		1.75 Ac	2.65 Ac	3.85 Ac
Commercial	7.62 Ac	1.05 Ac	2.63 Ac		
Two-Family	2.98 Ac				
R-1		14.93 Ac		14.40 Ac	

ZONING DISTRICTS INFORMATION SHEETS (COUNTY)							
Zone	District Name	Purpose of District	Characteristic Uses	Uses requiring a Use Permit	Min. Lot Size	Setbacks front/side/rear (rear)	Dwellings permitted (per lot)
RA	Residential Agriculture	Provide for single family Residential Homes in a Semi-rural environment setting	1-Single family Dwelling or Mobile home small acreage farming (none commercial)	Churches, Schools, Parks, playgrounds, public utilities & public bldgs.	1, 2½, 5 & 10	50' from C/L road or 20' 5' 20'	1 single-family dwelling or mobile home
R1	Single Family Residential	Provide for single family residential homes in a Suburban setting	1-Single family dwelling (No Mobile Homes)	churches, schools, parks, playgrounds, public utilities, public bldgs., crop & tree farming, parking lots	1 AC	20' 5' 20'	One
R2	Low Density Multiple family Residential	Provide for 2 family dwellings or duplexes (single structure)	1-single family dwelling duplexes	triplexes, churches, schools, parks, playground, pub. utilities, pub. bldgs.	1 AC	20' 5' 20'	1 single family dwelling or duplex
R3	Medium Density Multiple family Residential	Provide for multiple family dwellings and apartment houses	Multiple family dwellings & apartment houses	hotels, rooming houses, professional offices, comm. centers, social halls, lodges, clubs & rest homes	1 AC	15' 5' 10'	1 for each 5000 sq. ft.
R4	High Density Multiple family Residential	Provide for multiple family dwellings and apartment houses	Multiple family dwellings & apartment houses	Mobile homes, parks, trailer cts. & parks when established on 5 ac or more, max. of 15 M.H. per ac.	1 AC	15' 5' 10'	1 for each 8000 sq. ft.
C1	Light Commercial	Provide for retail sales conducted within a building	All R4 uses, retail food, hardware, banks, variety, shoe, drug, offices, florest, restaurants, dept. stores, cleaning agencies	Service stations, laundretts, mortuaries, theaters	1 AC	15' none none	1 for ea. 5000 sq. ft.
C2	Heavy Commercial	Provide for a wider range of commercial activities than allowed for in C1	All C1 uses, mortuaries, nurseries, appliance	Animal hosp., auto repair shops, creameries, 2nd hand sales, outdoor markets, outdoor sales, net shops, used car lots	1 AC	none	1 for ea. 2000 sq. ft.
M1	Light Manufacturing	Provide for retail & wholesale stores & stores within a bldg.	All C2 uses, wholesale stores & storage, 2nd hand sales, research lab, electronic plants all within a bldg.	Outdoor sales, lt. manufacturing including clothing, novelties & toys	1 AC	none	1 for ea. 2000 sq. ft.

ZONING DISTRICTS INFORMATION SHEETS

(COUNTY)

M2	Medium Manufacturing	Provide for retail & wholesale stores & storage, lt. manufacturing & industrial uses	Retail & wholesale stores or storage, lt. industrial & manufacturing uses	Industrial uses involving offensive odors, dust, noise, bright light, vibration or storage of explosive or dangerous materials, auto wrecking, junk yards, fat rendering distillation of bones	1 AC	None	depends on use
A1	A1 unclassified	Provide for all uses not otherwise prohibited by law	Residential, agriculture	Airports, commercial excavations, cemeteries, dumps, stockyards, Distillation of bones, indoor & outdoor retail & wholesale establishments	1 AC	None	depends on use
A2-B40	Basic Agriculture	Provide for agriculturally related enterprises	Agriculture enterprises, trailers for Ag. help, single-family housing, incidental to Ag. pursuits storage, sale, repair of Ag. equip.	churches, schools, parks playgrounds, pub. utilities, pub. & quasi pub. bldgs.	10 AC	None	depends on use
T1/2	Timber Reserve	Provide for the growing & harvesting of timber products	Growing & harvesting of timber <u>ex</u> -cluding nursery stock, recreation use not interfering with timber harvesting	Timber processing by portable facilities, wood processing, exploration & extraction of mineral resources	40 AC	None	depends on use
A2	Basic Agriculture	Provide for agriculturally related enterprises	Agriculture enterprises, single-family housing, incidental to Ag. pursuits, storage, sale, repair of Ag. equipment	churches, schools, parks, pub. utilities, pub. & quasi pub. bldgs.	10 AC	None	one

MT. SHASTA LAND USE

AREA BY ZONING DISTRICT

		% of Total
R-1	668.32 Ac	52.49%
R-2	34.67 Ac	2.72%
R-3	17.79 Ac	1.41%
R-4	77.15 Ac	6.07%
C-1	97.19 Ac	7.63%
C-2	75.51 Ac	5.91%
C-M	31.36 Ac	2.46%
	<hr/>	
	1,001.99 Ac	
Railroads	53.66 Ac	4.22%
Streets, High- ways, Alleys	217.38 Ac	17.09%
	<hr/>	
	1,273.03 Ac Total Area	100.00%

VACANT LAND BY ZONING DISTRICT

		% of Zone Vacant
R-1	206.41 Ac	30.88%
R-2	13.37 Ac	38.56%
R-3	4.56 Ac	25.63%
R-4	14.25 Ac	18.47%
C-1	30.83 Ac	31.72%
C-2	26.35 Ac	34.89%
C-M	13.37 Ac	42.63%

STREET

R-2

R-1

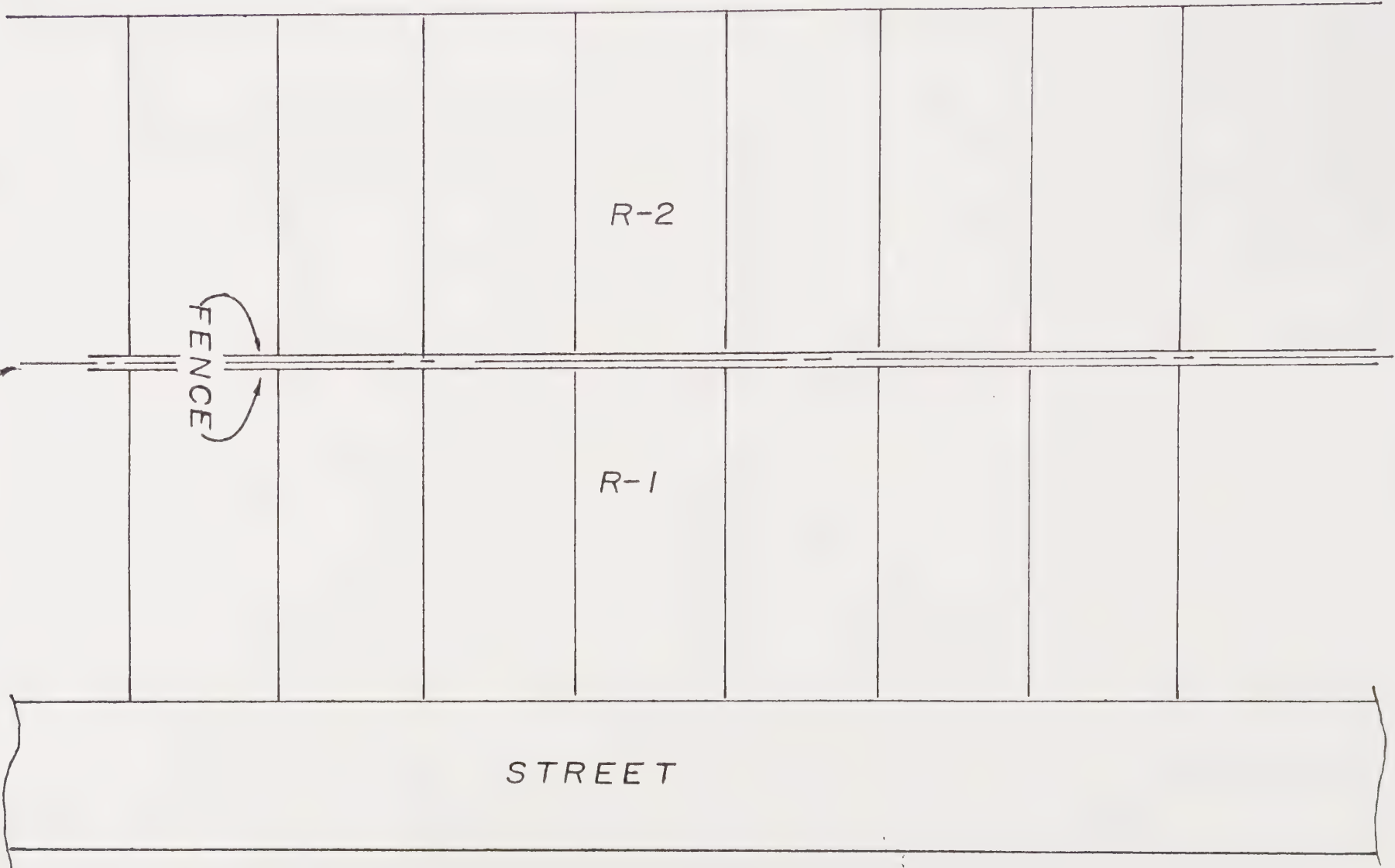
FENCE

ZONE LINE

2-42

STREET

EXAMPLE OF REDUCING ZONING CONFLICT
BY USE OF FENCING



STREET

ZONE
LINE

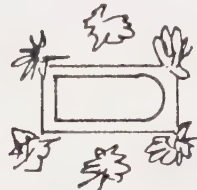
R-1 ZONE

LANDSCAPE SCREEN

FENCE

DRIVEWAY

RECREATION



AREA

R-3
ZONE

STREET

AN EXAMPLE OF FENCING & LANDSCAPING
TO SEPERATE ZONING INTENSITIES

AGRICULTURAL ZONE

IMPERVIOUS FENCE 6' HIGH
(CHAIN LINK OR CONCRETE
BLOCK)

EVERGREEN LANDSCAPE
BARRIER

R-1 ZONE

DEEP LOTS

MINIMUM SETBACK

STREET

EXAMPLE OF DEEP LOTS TO REQUIRE MINIMUM SEPERATION
BETWEEN AGRICULTURAL ZONE

AGRICULTURAL ZONE

IMPERVIOUS FENCE
CHAIN LINK OR CONCRETE
BLOCK, NO REAR ACCESS.

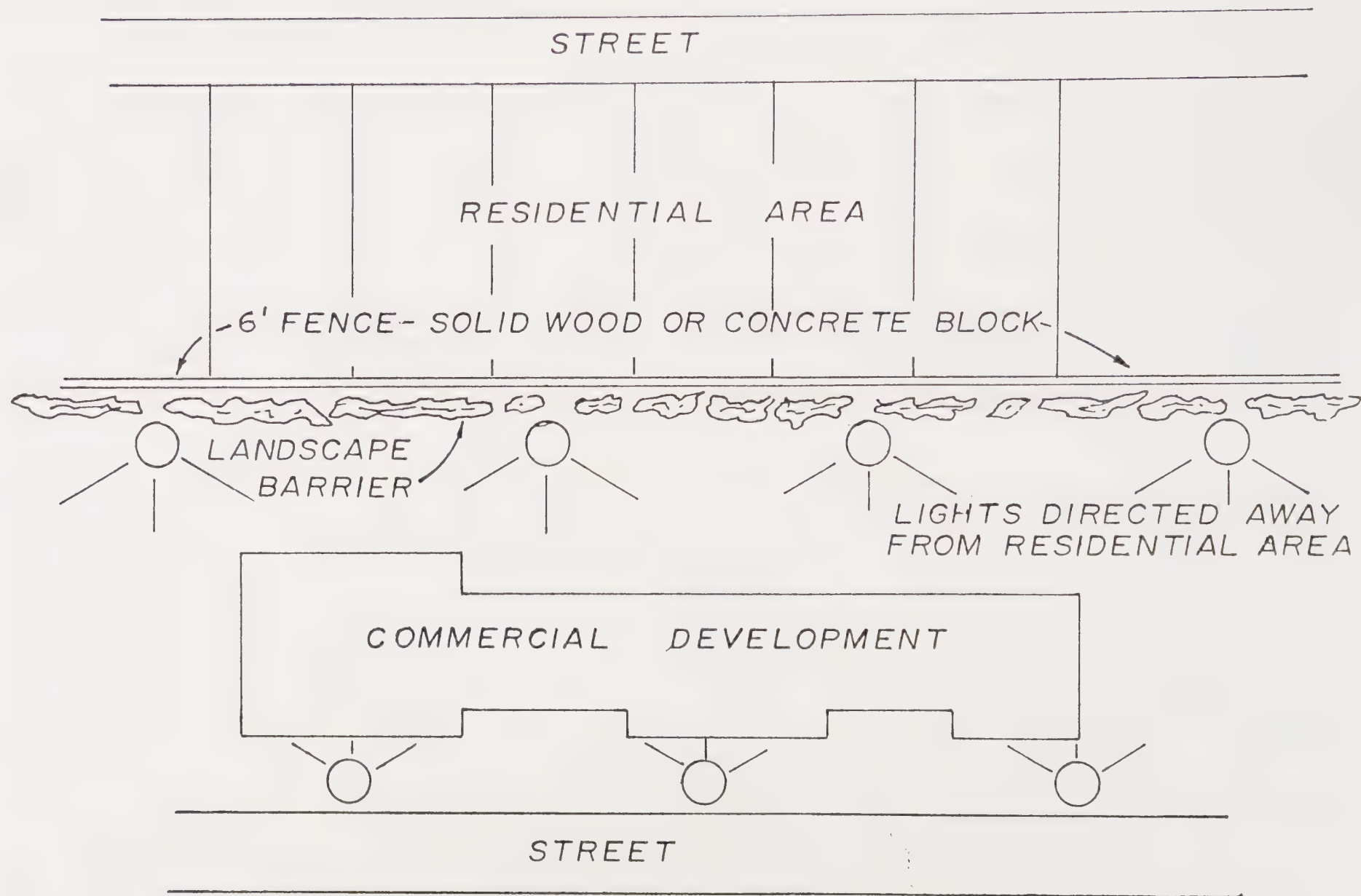
EVERGREEN LANDSCAPE
BARRIER

OPEN SPACE &
RECREATION AREA

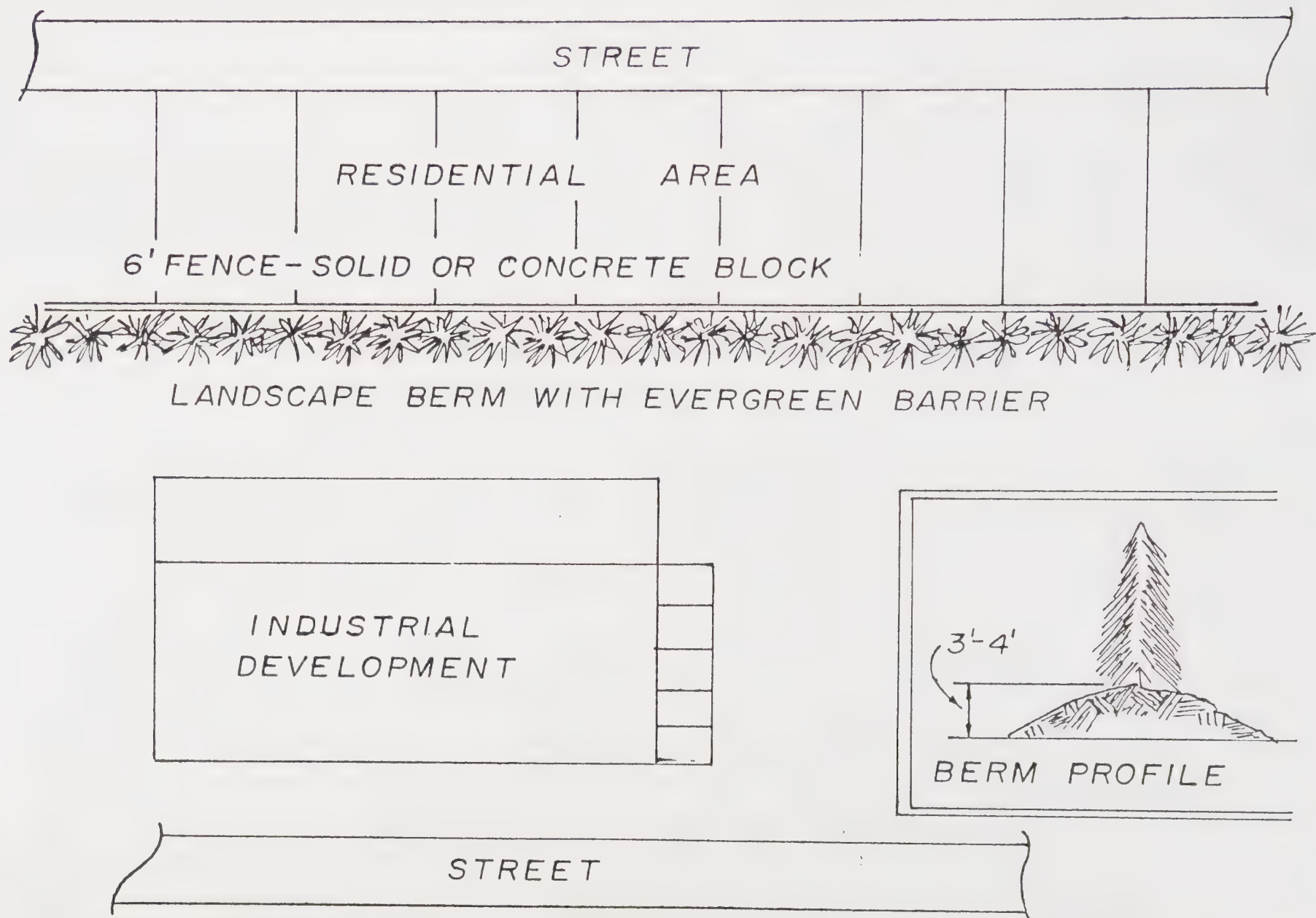
TOWNHOUSE UNITS

EXAMPLE OF PLANNED UNIT
RESIDENTIAL DEVELOPMENT
ADJACENT TO AN AGRI-
CULTURAL ZONED DISTRICT.

STREET



EXAMPLE OF COMMERCIAL-RESIDENTIAL SEPERATION



EXAMPLE OF INDUSTRIAL-RESIDENTIAL SEPERATION

C I R C U L A T I O N A N D S C E N I C
H I G H W A Y S E L E M E N T S

Adopted April 14, 1975

CIRCULATION AND SCENIC HIGHWAY
ELEMENT

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CIRCULATION ELEMENT

The general well-being of a modern day city is dependent upon its ability to transport people and goods within and through the urbanized area efficiently and safely.

Mt. Shasta, like many cities of its size and character, is primarily dependent upon its network of streets and highways, and the automobile to facilitate movement of people. The railroads combined with trucking companies serve as the predominant carriers of freight and commodities into and away from the Mt. Shasta area.

1. Purpose

The Circulation Element contained herein has recommendations in detail for the development of a circulation system that will have the ability to transport people and goods within the planning area, and into and out of the area efficiently and safely.

This Circulation Element will provide a guide for the improvement of existing streets and roads and the development of future streets and roads designed to serve anticipated traffic volumes arising from uses of land projected in the Land Use Element.

This element is based upon studies of projected land use, the existing street and highway system, present traffic volumes, estimated future population distribution, local transportation trends and the topographic features within the planning area.

2. Goals

To be effective a Circulation Element must provide:

A. SAFE AND EASY ACCESS TO AND FROM THE VARIOUS AREAS OF LAND USE EXISTING OR PROJECTED IN THE LAND USE ELEMENT.

B. THE MEANS FOR PERSONS RESIDING IN THE PLANNING AREA TO MOVE FREELY INTO AND OUT OF THE AREA.

C. THE MEANS FOR THROUGH TRAFFIC TO FLOW SMOOTHLY AND RAPIDLY THROUGH THE PLANNING AREA.

D. A STREET AND ROAD SYSTEM THAT WILL EXCLUDE HEAVY TRAFFIC FROM RESIDENTIAL NEIGHBORHOODS.

E. A SYSTEM THAT ALLOWS CAPITAL AND OPERATING COSTS TO BE MINIMIZED.

F. A SYSTEM THAT PROMOTES SOUND LAND DEVELOPMENT PRACTICES.

G. ADDITIONAL MODES OF TRANSPORTATION TO INSURE THAT ALL AGE SEGMENTS ARE CONSIDERED.

3. Transportation and Circulation Policies

A. To provide all residential areas with similarly designed streets appropriate for the streets anticipated use and in compliance with safety standards, including: adequate curbs, sidewalks, lighting and traffic signs.

B. To discourage the use of residential streets as arterials when other reasonable alternatives exist or can be developed.

C. To provide recreation and urban oriented bikeway systems, as a safe and ecologically beneficial transportation mode.

D. To encourage private individuals to establish some type of personalized public transportation.

E. To insure that all railway crossings are signed, signalled and gated or closed, to adequately protect pedestrian and automobile traffic.

F. To preserve and protect scenic corridors within the City, and to work with the county to establish a local scenic route.

4. Existing Circulation and Transportation Modes

A. Street and Highway System

A map on 3-14, shows the present street system in the City of Mt. Shasta. The system is based on a grid pattern that was developed adjacent to Old Highway 99, which is now Mt. Shasta Boulevard. Historically, the early growth along Highway 99 was in a concentrated form which resulted in a compact street pattern. With the subsequent outward growth of the City, the street pattern in the newer sections of the City is one of wider spaced roads and streets with large areas of unimproved lands intervening.

The street and highway system is comprised of four classes of streets. They are: principal arterials, minor arterials, collectors, and locals. They provide access to land uses as well as ingress and egress to the planning area. The map on 3-13 shows the 24 hour traffic volumes for the present system. The principal arterials are U. S. Interstate 5 (the north-south arterial) and State Route 89 (the eastern arterial). Because of a lack of significant development to

the west, (in or beyond the Klamath Mountains), there is presently no western arterial, nor should there be a need for one in the foreseeable future.

There are two minor arterials in the street system. Mt. Shasta Boulevard serves as a secondary route for north-south traffic. Everitt Memorial Highway is a county road that allows access to the year-round recreational attributes of Mt. Shasta.

There are numerous collector streets which connect the local streets with the arterial systems. The more important collectors are: Pine Street, Lake Street, Alma Street, McCloud Avenue, Washington Drive, Ream Avenue, Ida Street and Old McCloud Road.

B. Rail Services

Two railroad companies have rail lines in the planning area. The Southern Pacific north-south mainline that bisects the planning area provides transcontinental freight service to the Mt. Shasta area. Southern Pacific also maintains switching facilities that connect with the McCloud River Railroad, which is operated primarily to provide rail service for the lumber mill in McCloud. The McCloud River Railroad also has a connection with Great Northern Railroad which provides an inter-tie to Western Pacific Railroad. These existing rail facilities appear adequate to meet the present and future rail goods movement, generated by the Mt. Shasta area.

C. Intercity Bus Service

The City of Mt. Shasta is adequately served by two major bus lines. One company has a terminal facility and makes 14 daily scheduled stops. It will also divert through buses to take on or let off passengers when needed. The other company does not make scheduled stops, nor does it have a terminal, but it will stop for passenger service if requested. The buses use Mt. Shasta Boulevard while in the planning area. This is the only form of mass transit or public transportation originating within the planning area.

D. Intercity Trucking and Local Freight Service

Cargo and general goods movement to and from Mt. Shasta are provided by trucking firms that service the area but do not maintain local terminal facilities. United Parcel Service has recently established a terminal here, meeting the community's requirement for small parcel services. There are also numerous small trucking firms that transport the raw and finished goods for the local lumber industries.

E. Aviation

There are no airport facilities within the planning area; however, there are two airports within a 15 mile radius. They are made for and used by small private aircraft. The closest commercial air facility is approximately 60 miles to the south in the City of Redding.

5. Future Circulation and Transportation Modes

A. Street and Highways

The automobile will continue to be the primary source of transportation for the Mt. Shasta area. Projected traffic volumes for 1995 on the major streets and roads are shown on 3-12 . The major portion of the circulation planning effort should be directed towards the maintenance, improvement and expansion of the present street and highway system. The street and highway plan shown on 3-11 is the system that will be required with the total development of the area.

Listed below are the most predominate circulation problems that are related to the street and highway system. These are problems that are existing today or that could appear with the City's future development. These are the problems that the future street and highway system must cure and prevent.

A minor problem is the narrowness of Washington Drive which receives pedestrian, bicycle and automobile traffic generated by the two schools located at its northern end. The widening of this street and the installation of curbs, gutters and sidewalks should correct this problem.

Another street and highway system related problem is the high percentage of reported automobile accidents that involve parked cars. More off-street parking is needed.

A possible problem could exist at the Nixon Road railroad crossing. It is signalled but does not have gates. When any development, that could generate a substantial increase in the traffic using the crossing is initiated, the gates should be installed. The McCloud River Railroad crossing Mt. Shasta Blvd. north of the City presents a similar problem however traffic on this route is less.

B. Mt. Shasta Bikeway System

With the dramatic cost increases in fuel during recent years and the resulting higher cost of travel, the bicycle is becoming an important alternate to automobile travel. While winter months do not allow for bicycle travel, their use is considerable during the remainder of the year. Mt. Shasta's wide streets, designed for snow storage during the winter, allows ample room for the creation of an ideal system of bikeways.

Funds obtained by the City through the State of California's "Bicycle Lane Account" will shortly provide for the completion of a bike lane on North Mt. Shasta Blvd. to the northern City limits, thereby allowing access to county bikeways and the City Park.

The proposed system shown on 3-15 addresses itself not only to the recreational cyclist but also provides a viable route of travel for the working commuter and the school student. The system connects all of the major outdoor public recreational facilities available in the area.

C. Public Transportation Alternatives

The City has a considerable number of senior citizens. The Mt. Shasta Recreation District does operate the American Heritage Program established for the senior citizen and does provide transportation to and from the recreation center for these citizens. The City should investigate ways to encourage private individuals to establish some form of small personalized public transportation.

D. Scenic Routes

The City of Mt. Shasta is in an environment that has an abundance of scenic beauty. The establishing and signing of a scenic route through the planning area would be extremely beneficial to the area. Within the planning area there are two routes that are included in the State Scenic Highway System; State Route 89 and Interstate 5. They are eligible for studies leading to the designation as an "Official State Scenic Highway". The City and county should work together in establishing a local scenic route. All possible scenic corridors should be studied. On 3-15 are shown routes that are possible scenic routes. Once the scenic corridors are identified, all agencies that control land use within the corridor should develop policies to protect and preserve them. The end project would be the designation of State Route 89 and Interstate 5 as an "Official State Scenic Highway" and the establishing and signing of a local scenic route that is in conjunction with them.

6. Recommended Plans of Action

A. Short Range

(1) The city should begin initial correspondence with the county and the state for the establishment of scenic corridor studies.

(2) Investigate methods of encouraging public transportation.

B. Medium Range

(1) Establish a plan for the protection of all scenic corridors.

C. Long Range

(1) The installation of signals and gates at all railroad crossings.

(2) The signing and striping of the bikeway system.

(3) Signing of a local scenic route.

If there were no annexations to the City before 1995, the existing circulation system with recommended improvements would adequately meet the projected needs of the City. However, there is a good possibility that there will be numerous annexations by that time. Therefore, before an area is annexed into the City, it should be insured that the present and/or planned circulation system within the area would be compatible with the City's total circulation system. It should also be insured that the addition to the City's circulation system will not be a hinderance in achieving the goals of this element.

If the above conditions are assured and the circulation policies and the recommended actions are followed, the circulation system should adequately meet the needs of the City until 1995.

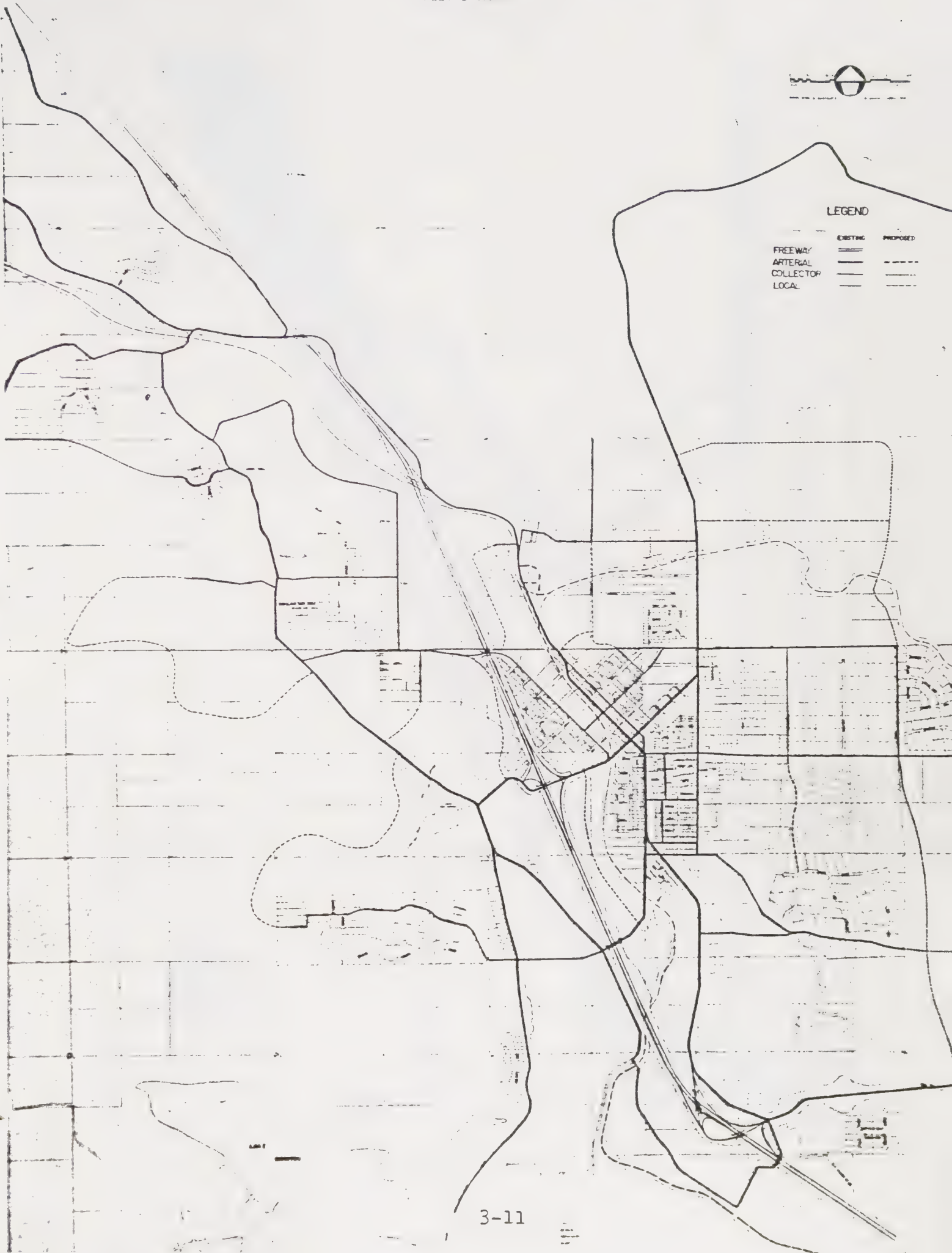
CITY OF MT. SHASTA & VICINITY

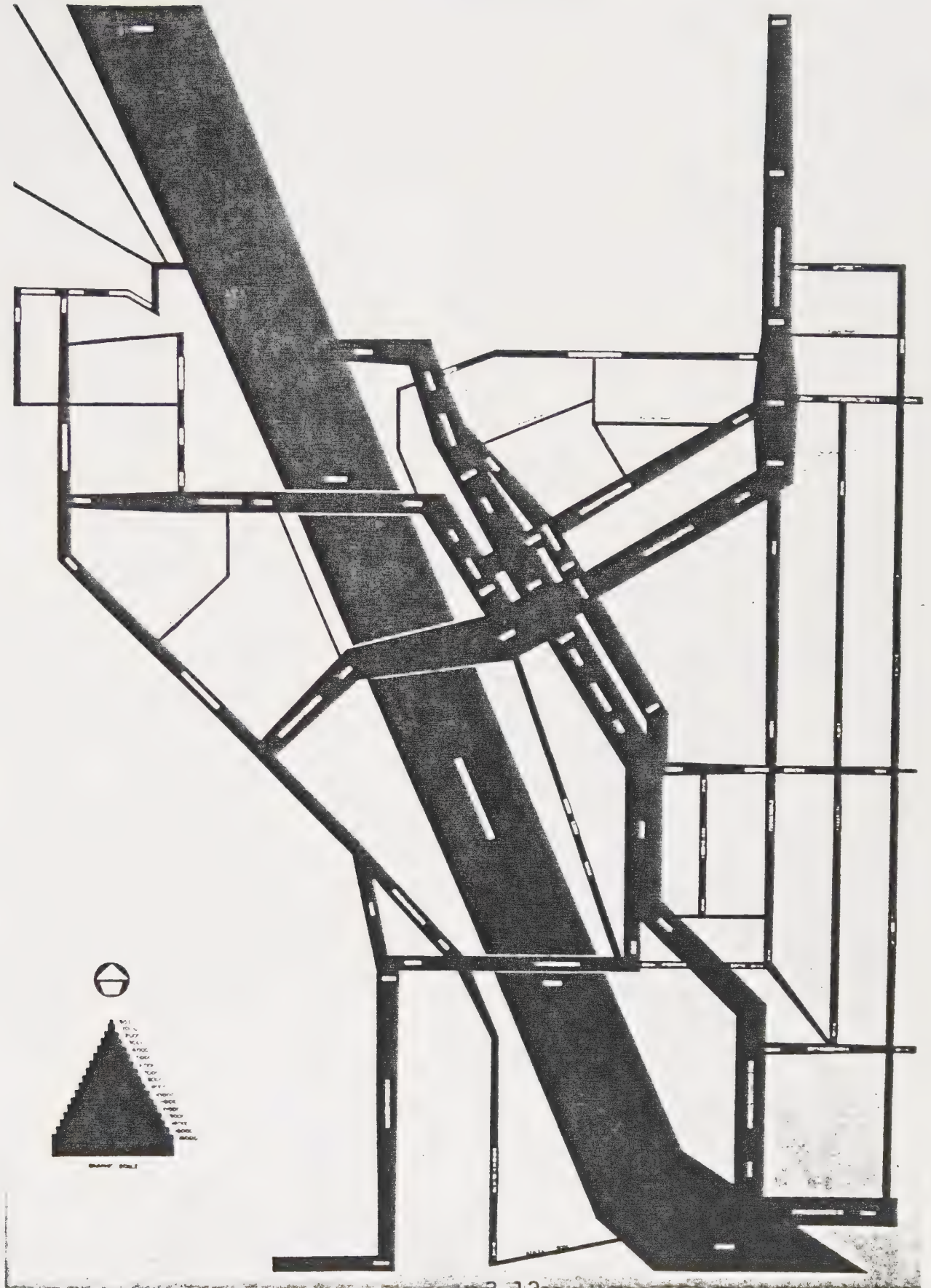
STREET & HIGHWAY PLAN



LEGEND

	EXISTING	PROPOSED
FREEWAY	=====	-----
ARTERIAL	=====	-----
COLLECTOR	=====	-----
LOCAL	=====	-----





CITY OF MT. SHASTA & VICINITY

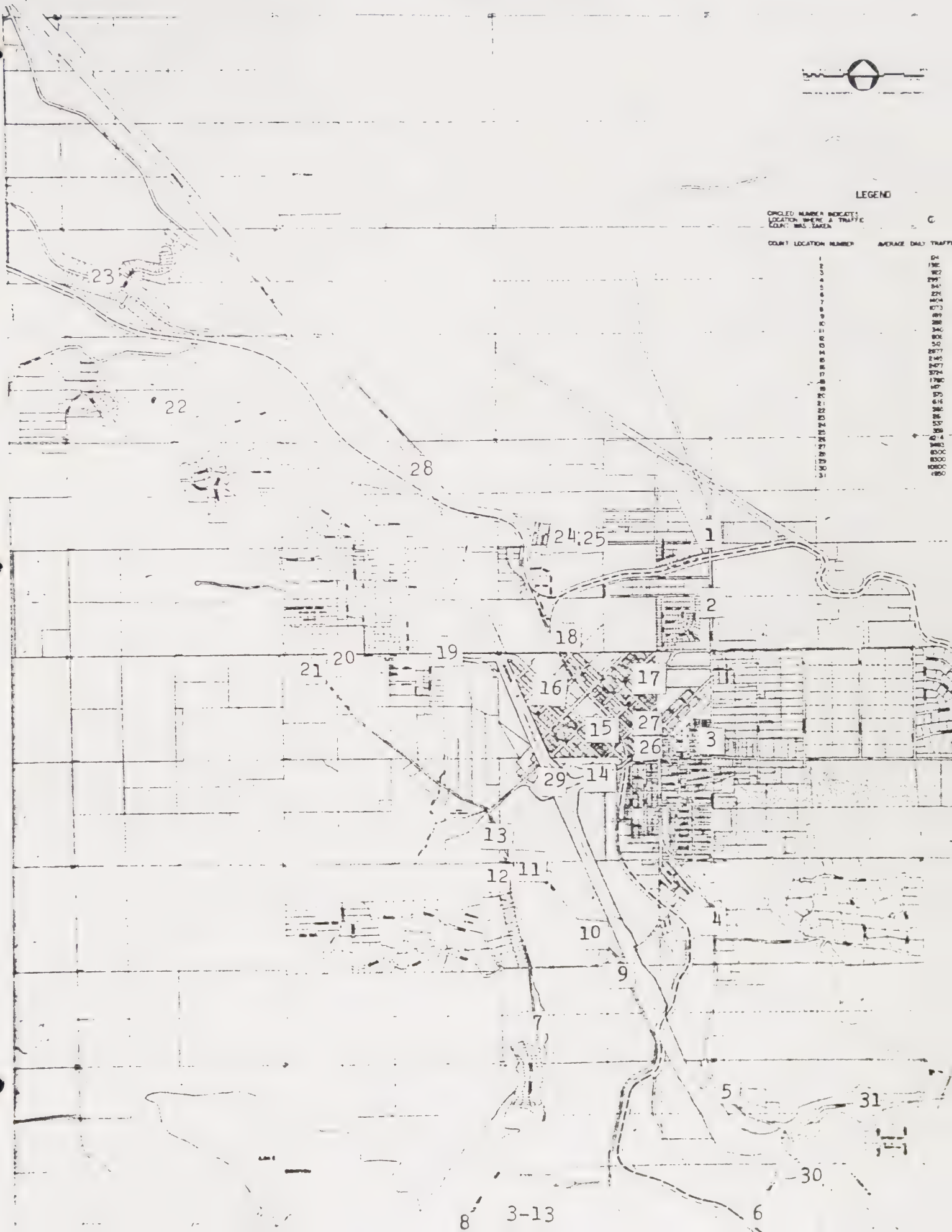
24 HOUR TRAFFIC VOLUME



LEGEND

CIRCLED NUMBER INDICATES
LOCATION WHERE A TRAFFIC
COUNT WAS TAKEN

COUNT LOCATION NUMBER	AVERAGE DAILY TRAFFIC
1	24
2	198
3	927
4	2997
5	344
6	324
7	4604
8	8773
9	49
10	288
11	340
12	808
13	50
14	2877
15	2495
16	2457
17	3724
18	1780
19	47
20	570
21	616
22	380
23	26
24	537
25	309
26	4214
27	3480
28	6000
29	8000
30	10800
31	1950



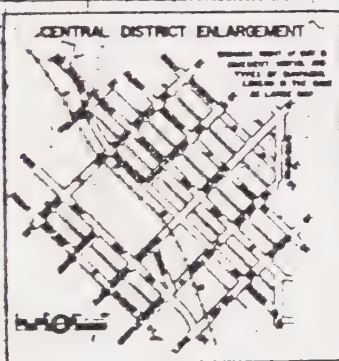
CITY OF MT. SHASTA & VICINITY

TRAFFIC AND STREET SYSTEM INVENTORY



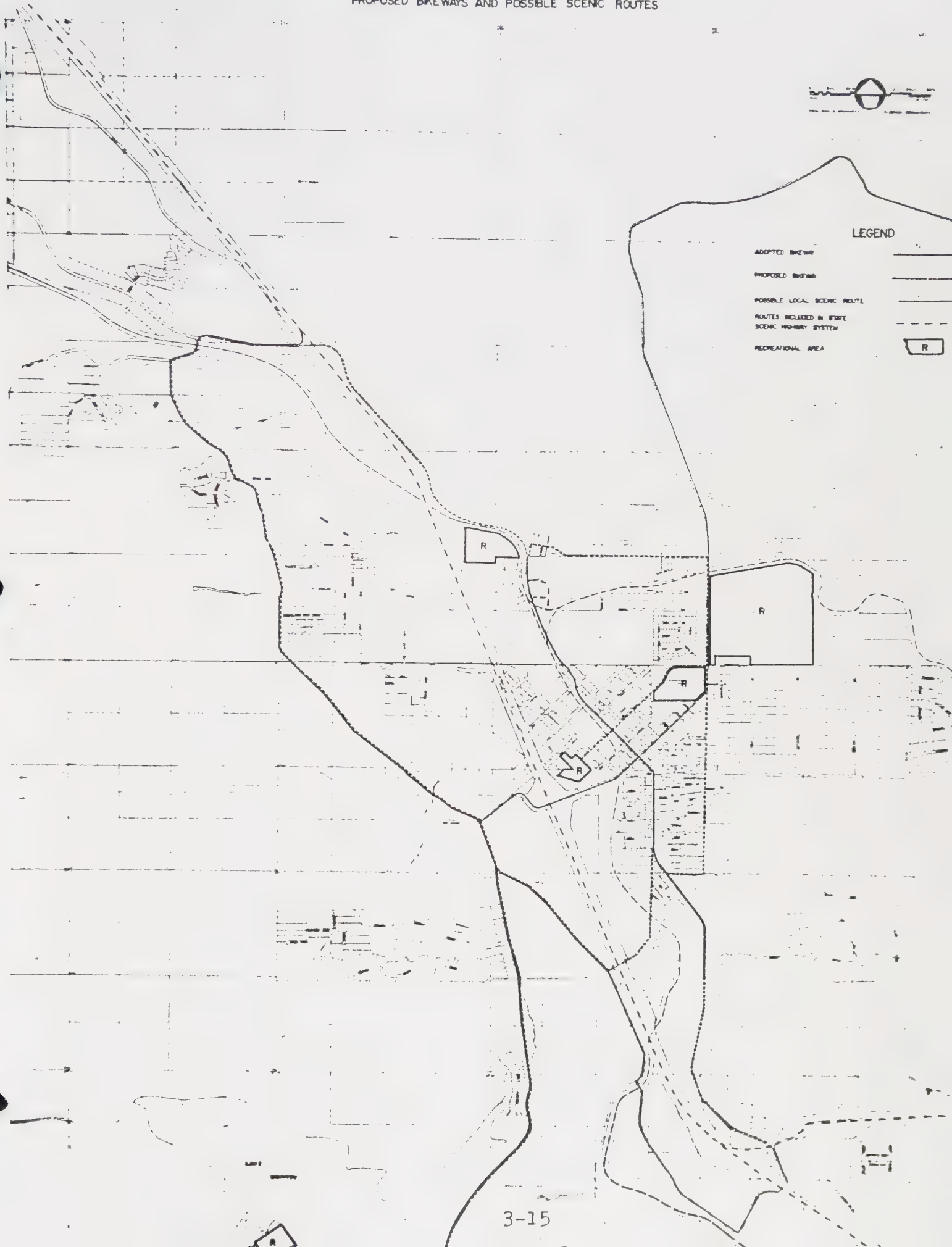
LEGEND

- STOP SIGN
- YIELD SIGN
- ELECTRIC SIGNAL
- CHANGE IN WIDTH OR SURFACE
- STREET CONDITION UNIMPROVED
- POOR
- PAV
- WOOD (NO SYMBOL)
- NOTE: "TAIL" OF SYMBOL POINTS TOWARD THE LINE OF TRAFFIC CONTROLLED
- PAVEMENT SURFACE:
 - C. CONCRETE
 - B. MACADAM
 - DS. DIRT GRAVEL
 - S. LOOSE GRAVEL
 - D. DIRT
- RAV. WIDTH
- PAVEMENT WIDTH
- RAV. WIDTH
- PAVEMENT WIDTH



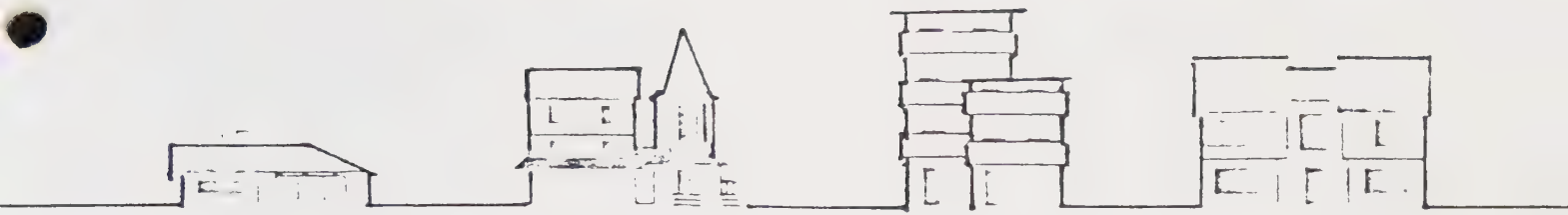
CITY OF MT. SHASTA & VICINITY

PROPOSED BIKEWAYS AND POSSIBLE SCENIC ROUTES



H O U S I N G E L E M E N T

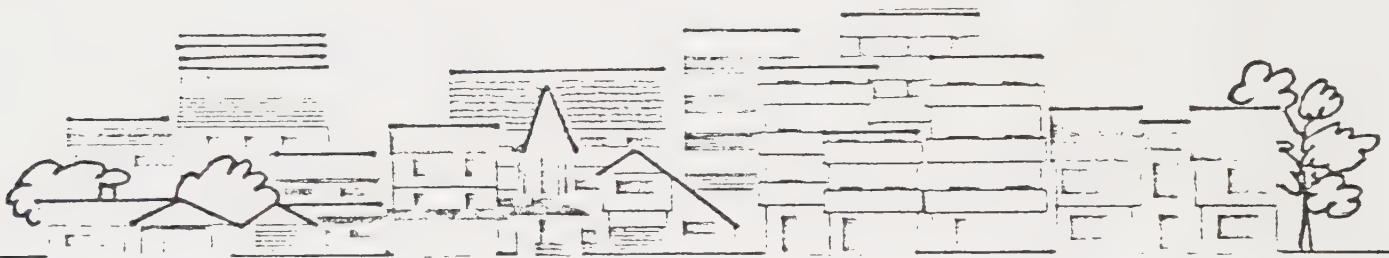
ADOPTED SEPTEMBER 24, 1984



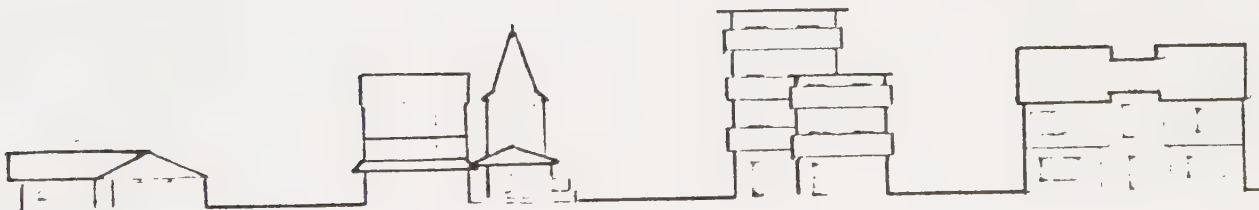
mt. shasta's



housing element



1984



HOUSING ELEMENT COMMITTEE MEMBERS

Laura Birkos, Chairperson
Norman Dettman
Robert Rudebeck

Joseph Fornero
Thomas Nolan

Agencies Consulted

State Department of Housing and Community Development
Siskiyou County Planning Department
State Office of Planning and Research
Mt. Shasta General Plan and Zoning Ordinance
U. S. Census
Siskiyou Association of Government Entities (SAGE)
League of California Cities
State Department of Finance - Demographic Unit
State Housing Element Guidelines
Siskiyou County Department of Public Works
Siskiyou County Annual Report for 1983-1984
State Employment Development Department

MT. SHASTA PLANNING COMMISSION

Robert Rudebeck, Chairman
Laura Birkos
Paul Chabot

A. T. Cumings
Norman Dettman
Jerry Hickey
John Kennedy

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INTRODUCTION

Housing affects all of us. Whether you are a renter or an owner, live in a mansion or shanty, you are none the less housed. The availability, cost, and quality of your housing will be the subject of this Housing Element.

The effective and efficient intervention by the City of Mt. Shasta into an essentially private housing market system to provide for housing assistance requires a plan which is legally, economically, and politically feasible. The objective of the plan is to identify the housing need and propose various techniques which have proven to be, or show promise of being, useful mechanisms for providing housing assistance. Through these mechanisms the City shall endeavor to influence the private and public sectors ability and willingness to provide housing. Although the emphasis has been generally toward providing low and moderate housing, a well structured housing program must address the housing needs of all segments of the community.

CITIZEN PARTICIPATION

Citizen participation is carried out through informal working sessions with the Planning Commission or City

Council, and more formal public hearings. Due to the compact size in terms of population, everyone can be well informed if they so choose. Newspaper articles, and published and posted notices serve to notify everyone of City activities.

HOUSING GOALS

ADEQUATE PROVISION OF HOUSING

1. To provide all residents of the Mt. Shasta Planning Area with decent, safe, and sanitary housing which they can afford.
2. To provide a range of housing types to meet the needs of all age groups and types of families within the Mt. Shasta community.
3. To provide special types of housing for groups with particular needs, including the elderly and handicapped.
4. To provide a full range of residential densities compatible with existing development and responsive to the needs for housing within the Mt. Shasta Planning Area.

HOUSING CONSERVATION

5. To maintain the quality and diversity of Mt. Shasta's stable residential communities.
6. To upgrade deteriorating housing in viable residential neighborhoods and to prevent further deterioration.
7. To keep the existing housing supply within the financial means of Mt. Shasta's residents.

ACCESSIBILITY OF HOUSING

8. To assure that all persons, regardless of sex, age, family status, race, color, or creed have an equal opportunity to secure housing within the Mt. Shasta Planning Area.

CARRYING OUT THE HOUSING PROGRAM

9. To encourage citizen participation in planning and programming of housing policy and public improvements in the Mt. Shasta Planning Area.
10. To develop and implement a housing action program to carry out the goals and policies of the adopted Housing Element.

I. HOUSING ELEMENT

A. Legal Basis

1. State Housing Policy

The most recent and comprehensive statement of California's Housing Policy is contained in AB-2853, signed into law by the Governor on September 26, 1980. In enacting this legislation, the Legislature adopted five specific policy statements.

- a. The availability of housing is of vital statewide importance. The early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.
- b. The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels.
- c. The provision of housing affordable to low and moderate income households requires the cooperation of all levels of government.
- d. Local and State governments have a responsibility to use the powers vested in them to facilitate the improvement and

development of housing to make adequate provision for the housing needs of all economic segments of the community.

- e. The Legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors, community goals set forth in the General Plan, and to cooperate with other local governments and the State in addressing regional housing needs.

The requirement that housing elements be included as mandatory components of local general plans, reflects the legislative recognition that local planning and program commitment play an integral role in pursuit of these policies.

To assure that planning for housing effectively implements statewide policy, the Legislature has established general standards to be followed in the preparation of the mandatory housing element.

- a. The housing element shall consist of an identification and analysis of existing and projected housing needs, a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement and development of housing.

- b. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobilehomes, and shall make adequate provision for the existing and projected needs of all economic segments of the community.

B. Practical Basis

1. Establish Local Priorities

During these times of limited financial resources and inflationary pressures, the necessity for establishing local priorities becomes clear. There are two categories of priorities that should be addressed.

- a. Social Priorities - Addressing the needs of low income and disadvantaged persons and families. This includes elderly, handicapped, minority, and families with incomes that are insufficient for a decent standard of living.
- b. Geographical Priorities - The infrastructure necessary to stipulate or assist in the development of various kinds of housing resources. Included are public facilities, zoning, land aggregation and write-down and other actions that will stimulate private investment.

2. Target Resources

Limited resources must be directed toward priorities that will produce long-term benefits. This can be accomplished by targeting resources to benefit a social group, geographical area, or combination of both. The U. S. Department of Housing and Urban Development and more recently California's Housing and Community Development Department have for example targeted funds for the purpose of:

- a. Benefiting low and moderate income families.
- b. Aiding in the prevention of slums and blight.
- c. Meeting other urgent community development needs.

To achieve the benefits of targeting, objectives must be established to insure local priorities are addressed.

3. Coordination of City-County Activities

Coordination is a word long thought of as a cureall. Unfortunately, verbal coordination is not enough. City and county government can no longer afford the luxury of independent action when neighboring jurisdiction would be impacted. Examples of interjurisdictional impacts are drainage, street and extension of water/sewer mains, all of which require large investment of public money and provide the

foundation for future growth. Local priorities should consider maximizing benefits on a regional as well as local basis.

C. Definitions

1. Condominium - A form of property ownership in which residents own their individual units in a multi-unit structure and jointly own the land and all improvements.
2. Deteriorating Units - Housing needing more maintenance than would be provided in the course of regular maintenance. Such housing has one or more defects on an intermediate nature that must be corrected if the units are to continue to provide adequate, safe and sanitary housing.
3. Elderly Household - One or two person household headed by a person over 62 years of age.
4. Female Headed Household - All households headed by a female regardless of age.
5. Group Quarters - Inmate of mental hospital, home for aged, rooming house, college dormitory, military barrack or other similar facility.
6. Handicapped Household - A household headed by a person who is under a disability or is handicapped.
7. Households Expected to be Displaced - All households to be displaced by public or private action.

8. Households Expected to Reside - Lower income families expected to reside in the community as a result of commercial, industrial, governmental, or service employment generated by new or expanded development, and families with workers currently employed in the community but not living there.
9. Infrastructure - Means the physical systems such as roads, sidewalks, street lights, water and sewer facilities which are necessary to provide basic community services.
10. Large Family Household - Five or more persons excluding elderly and handicapped household.
11. Low/Moderate Income/Lower Income Households - Families whose income does not exceed 80% of the median income for the area as defined by HUD, with adjustments for larger and smaller families. "Median" is the middle number in a series as distinguished from "average".
12. Manufactured Housing - Other than conventional housing. - Includes mobile homes as well as modular homes.
13. Minority Household - Members of a minority group normally identified by race, color, or national origin.
14. Owner-Occupied Unit - All non-seasonal units occupied by the owner regardless of type of structure, plus non-seasonal units available for sale only.

15. Poverty Persons - Those individuals whose incomes are below the poverty level on the latest U.S. Census data.
16. Renter-Occupied Unit - All non-seasonal units occupied on a rental basis, including non-cash rent, plus all non-seasonal units available for rent.
17. Seasonal Occupied Unit - All units occupied by non-resident residing in the area for temporary employment opportunity.
18. Small Family Household - Four or fewer persons excluding elderly and handicapped households.
19. Standard Units - Housing which has no defects, or only slight defects which normally are corrected during the course of regular maintenance.
20. Substandard Units - Housing which does not provide adequate, safe, and sanitary shelter. It has one or more critical defects or a combination of intermediate defects in sufficient number or extent to require major rehabilitation or demolition.

Suitable for Rehabilitation - Units that are currently substandard, but are considered economically, physically and environmentally appropriate for rehabilitation.

Needing Demolition - The defects are so critical or so widespread that the only alternative is to remove the structure. The unit will endanger the health and safety of the occupants.

21. Write-Down - A reduction in the price of land, financing or developing costs in order to make affordable housing development feasible.

II. PLANNING AREAS

The demand for adequate and affordable housing transcends jurisdictional boundaries. This generates important inter-jurisdictional issues, including the allocation and location of assisted housing, expansion of public utilities, and the impact of large housing developments. To more effectively plan for housing services, data will be included for both the City of Mt. Shasta and its sphere of influence.

III. HOUSING NEEDS AND CONSTRAINTS

A. Data Sources

The 1970 and 1980 Federal Census will serve as the primary data sources. Additional information obtained from agency reports, planning documents, and personal knowledge of professionals in the housing field, will be used to supplement statistical data. Various references and agencies consulted during the preparation process are listed at the end of this plan.

Although there is ample data available, there is a basic inconsistency that often prevents direct comparison. Changed definitions, altered parameters, and overlapping statistics are typical problems encountered. These problems were solved by using the most common definitions or parameters, and re-defining inconsistent data to be comparable.

B. Characteristics of the Planning Area

1. Characteristics of Population

The City of Mt. Shasta has experienced growth as has Siskiyou County. Countywide growth has occurred primarily through in-migration, as the following table will show.

SOURCE OF GROWTH, SISKIYOU COUNTY 1970 - 1980

<u>Births</u>	<u>Deaths</u>	<u>Net Growth</u>	<u>In-Migration</u>
3,814	3,120	6,490	5,796

During the decade of the 70's, the County grew 19.5%, while the City grew 25.8% for the same period. Of the last two decades, strongest growth occurred in the 70's.

POPULATION GROWTH, 1960 - 1980

	<u>1960</u>	<u>1970</u>	<u>1980</u>
Siskiyou County	32,885	33,225	39,715
Mt. Shasta	1,936	2,256	2,837

Source: U.S. Census

The growth can be attributed to the movement of the urban dweller into the more attractive lifestyle in rural areas. Most immigrants settled into incorporated cities, as is evidenced by higher growth percentages in these cities. Future population growth is annually forecast by the State Department of Finance and the State Department of Housing and Community Development. These projections are based upon historical trends tempered with recent changes. The need for housing, schools, city revenues, and tax allocations, are often based on these projections.

POPULATION GROWTH PROJECTIONS 1981 - 1990

<u>Year</u>	<u>County</u>	<u>Mt. Shasta</u>
1983	42,946	3,075
1984	44,023	3,181
1985	45,100	3,273
1986	46,177	3,363
1987	47,067	3,363
1990	49,600	

Source: State Department of Finance,
Population Research Unit

2. Employment Trends

The State Employment Development Department projections for 1983-1984 notes that the members of Siskiyou County residents decreased by 2.7% during 1982, while unemployment increased at a rate of 42%.

The same projection states that payrolls will decline through 1982 into 1983, while the year 1984 will see a slight turn around with employment rising, but the county will remain to experience 23+% unemployment.

The City of Mt. Shasta's labor force will also see a slight employment increase while maintaining 19+% unemployment.

Effecting such projections are: interest rates effecting housing construction as well as the demand for lumber and wood products; industry diversification, employment in the government sector, which has steadily decreased for the past three years, etc.

Source: Annual Planning 1983

State Employment Development Department

3. Characteristics of Households

The number of households has increased consistent with population growth. Although there has been a trend towards fewer persons per family, the County and the City project increases in size.

HOUSEHOLDS 1970 - 1987

	<u>1970</u>	<u>1980</u>	<u>Estimated 1987</u>
Siskiyou County	11,273	15,115	17,400
Mt. Shasta	711	1,172	1,390

Source: U.S. Census and State Department
of Housing & Community Development

PERSONS PER HOUSEHOLD 1970 - 1987

	<u>1970</u>	<u>1980</u>	<u>Estimated 1987</u>
Siskiyou County	2.90	2.63	2.65
Mt. Shasta	2.72	2.48	2.50

Source: U.S. Census and State Department
of Finance

Minority persons and households have risen considerably in the past 10 years in Mt. Shasta. While the 1970 census provided only vague data regarding minorities, an increase from 3% in 1970 to 8.1% in 1980 is noteworthy.

A portion of the increase is due to a redefinition of minority groups by the Bureau of Census and more responsive answers to census questions on race and ethnic background.

MINORITY POPULATION 1970

	<u>White</u>	<u>Black</u>	<u>American Indian</u>	<u>Other</u>
Siskiyou County	31,320 (94.3%)	701 (2.1%)	968 (2.9%)	236 (.7%)

	<u>White</u>	<u>Non-White</u>
Mt. Shasta	2,102 (97%)	61 (3%)

Source: U.S. Census

MINORITY POPULATION 1980

	<u>White</u>	<u>Black</u>	<u>American Indian</u>	<u>Asian</u>	<u>Other</u>	<u>Spanish</u> (1)
Siskiyou County	36,574 (92.1%)	602 (.5%)	1,485 (3.7%)	155 (.4%)	916 (2.3%)	1,891 (4.8%)
Mt. Shasta	2,603 (91.8%)	60 (2.1%)	30 (1.0%)	41 (1.4%)	103 (3.6%)	

(1) The 1980 figures for Spanish are not a separate category but represent persons of Spanish decent throughout all categories. The State estimates that 50% of Spanish are in the White category.

Source: U. S. Census

Less populated areas attract retired persons due to a lower cost of living, combined with abundant recreational opportunities. Concurrent with a sizeable increase in elderly persons, families with children have chosen to locate in Mt. Shasta.

The Mt. Shasta Union School District operates two elementary schools: Mt. Shasta Elementary with Kindergarden through 3rd, a total of 15 classrooms, and Sisson with 4th through 8th, a total of 18 classrooms. Enrollment has steadily

increased from a low of 630 students in 1964 to an enrollment of 800 in 1982. Elementary school administrators say they can accommodate 800 students in the district without distress. There are future projections for additional classrooms at Sisson School.

Source: Mt. Shasta General Plan

The ability to occupy a decent housing unit that is suitable for the family size and needs is a function of income. Housing assistance agencies such as HUD and FmHA, as well as most mortgage lenders, feel that a family should not pay over 25% of income for shelter. Although the 25% figure is arbitrary and questionable at best, it none the less holds true. Eligibility for many financial assistance programs is based on categories using the County median income as a base.

1979 MEDIAN HOUSEHOLD INCOME

	<u>Households</u>	<u>Percent</u>
Less than 50% of median income (very low income) 0 - \$7,914	263	22.4
50-80% of median income (low income) \$7,915 - \$12,662	323	27.6
80-120% of median income (moderate income) \$12,662 - \$18,993	145	12.3
120%+ of median income	441 <u>1,172</u>	37.7 <u>100.0</u>
Total Households Counted	1172	
Median Household Income	\$15,828	

Source: 1980 U. S. Census

The group with the least opportunity to have a housing choice or attain homeownership is the very low and low income categories. According to the above table, over 50% of the families in the City would qualify for direct financial assistance to rent or purchase a dwelling unit.

3. Characteristics of Housing

Construction of new housing to meet the demand has occurred at a steady rate. The nationally accepted vacancy rate of 5%, which provides for adequate housing choice, has not been evident in the City for several years. However, recent economic impacts have adversely affected both the lumber and recreation industries in our planning area, resulting in a present 10% vacancy rate.

TOTAL HOUSING UNITS- 1970 -- 1980 --

	<u>1970</u>	<u>1980</u>	<u>% Increase</u>
Siskiyou County	13,074	17,504	33.9
Mt. Shasta	888	1,281	30.7

Source: -- U.S. Census

VACANT HOUSING UNITS 1970 - 1980

	<u>1970</u>	<u>1980</u>
Siskiyou County	1,801 (13.8%)	2,389 (13.6%)

Source: U.S. Census

New units constructed in the City are primarily single and multi-family units. This trend is expected to continue with manufactured housing and mobile homes offering a viable alternative to the high construction costs of conventional building.

HOUSING UNITS BY TYPE, CITY OF MT. SHASTA - 1980

	<u>Single Family</u>	<u>Multi- Family</u>	<u>Mobile Home</u>	<u>Total Units</u>
1980	826	379	57	1,280

The age of housing is often related to the remaining economic life of the unit. If proper maintenance is followed, the economic life of a housing unit can extend well beyond 50 years, as evidenced by many structures in and about the City.

The condition of housing is of more importance than age. In order to conserve the existing housing stock, efforts and resources must be directed toward identified rehabilitative structures. A recent inspection of housing conditions indicates that 3.7% of housing units are considered substandard and require rehabilitation.

HOUSING UNITS BY TENURE, CITY OF MT. SHASTA - 1980

	<u>Owner</u>	<u>Renter</u>	<u>Vacant For Sale</u>	<u>Vacant For Rent</u>
1980	697 (54.4%)	445 (34.7%)	71 (5.5%)	67 (5.2%)

Source: U.S. Census

4. Characteristics of the Market

The amount and price of land for development of new housing is the cost factor most affected by local government policies. The location and density of development is controlled through local planning and zoning. To some extent, these controls although for the benefit of the community as a whole, can influence the value of land which must be reflected in the sale or rental price.

There are no limiting factors which would tend to increase development costs. Adequate capacity for water and sewage exists for any development in the foreseeable future. Land is available within the City, with adjacent areas available for annexation.

C. Non-Government Constraints

Many factors influence housing opportunities. Non-government constraints are those which directly or indirectly affect the cost of housing. These constraints can be found at the predevelopment, construction and occupancy stages. The most commonly found constraints in the City of Mt. Shasta include:

1. New Construction Costs

Labor, materials and amenities all contribute to the cost of housing. Some recent building material cost increases are influenced by factors beyond the control of the builder. For example, plumbing and electrical materials contain oil

based plastics which rise in price in line with the international price of crude oil.

Quality is the single most important ingredient that can be controlled by the builder; other than the size of the unit. Paint grade vs. oak cabinets; conventional wood floor vs. concrete slab; and central heating and air conditioning vs. wall heaters and evaporative coolers, are a few examples of builder controlled options. These decisions directly affect the sale or rental prices.

2. Financing Costs

The number one problem to produce affordable housing is the cost of borrowing money. A family wishing to purchase a house must negotiate with the financial community to obtain the lowest interest rate which changes daily depending on the Federal monetary policy. Not only must the purchaser of the unit borrow money, but the contractor also finances his/her costs through a construction loan.

D. Government Constraints

Government constraints are divided into five categories: Land Use Development Standards; Infrastructure; Federal and State Programs; and Article 34 of the State Constitution.

1. Land Use and Development Controls

The Land Use Element of the City's General Plan was updated in 1980. While there have been some changes, these have been relatively minute and generally took place where the rezoning was made to conform to an already existing use.

The City's zoning designations are as follows:

<u>Zone</u>	<u>Description</u>	<u>Minimums</u>
R-1	Single Family Residence	6,000 sq. ft. lot
R-1 B-1	Single Family Residence	10,000 sq. ft. lot
R-2	Medium Density Residences	3,000 sq. ft. per unit
R-3	Medium High Density Residences	2,000 sq. ft. per unit
R-4	High Density - Professional	1,500 sq. ft. per unit
C-1	Retail Commercial	2,500 sq. ft. lot
C-2	General Commercial	2,500 sq. ft. lot
CM	Controlled Manufacturing	10,000 sq. ft. lot
M	General Industrial	

A prime consideration during the update of the Land Use Element, was the availability of suitable land for residential development. The following

outline of land uses by zone, details the availability of residential property.

MT. SHASTA LAND USE 1980 BY ZONING DISTRICT

		<u>% of Total</u>
R-1	668.32 Ac	52.49
R-2	34.67 Ac	2.72
R-3	17.79 Ac	1.41
R-4	77.15 Ac	6.07
C-1	97.19 Ac	7.63
C-2	75.51 Ac	5.91
C-M	<u>31.36 Ac</u>	2.46
	1,001.99 Ac	
Railroads	53.66 Ac	4.22
Streets, High-ways, Alleys	<u>217.38 Ac</u>	<u>17.09</u>
	1,273.03 Ac Total Area	100.00

VACANT LAND BY ZONING DISTRICT 1980

R-1	206.41 Ac	30.88
R-2	13.37 Ac	38.56
R-3	4.56 Ac	25.63
R-4	14.25 Ac	18.47
C-1	30.83 Ac	31.72
C-2	26.35 Ac	34.89
C-M	13.37 Ac	42.63

While new residential developments must comply with the zoning requirements, the City has many existing smaller lots which are buildable if the required street frontage can be provided.

Residential uses are permitted in all zones

except industrial. Adequate sites with appropriate designations are available to accommodate all types of housing for all economic segments of the community.

The City has adopted an ordinance allowing mobile-homes on foundations in all R-1 zones. This action was taken to implement the provisions of SB 1960.

2. Development Standards

The City of Mt. Shasta requires that all new multi-family, commercial and industrial structures receive architectural approval by the City's Planning Commission, prior to the issuing of a building permit. The purpose of the Commission's review is to achieve a good appearance in new construction, following the "alpine" theme of the City. The Commission also reviews landscaping plans of new multi-family, commercial and industrial developments.

Parking requirements; street widths.

All new living units constructed are required to have two off-street parking spaces; one space being covered. Snow removal requires vehicles be removed from the street, thereby requiring this off-street parking. The City

has allowed a reduction in parking requirements to only one space per unit for a senior citizens project, finding that historically many seniors do not have automobiles. City Ordinance further requires new streets to be constructed to a 40' width in a 60' right-of-way, including curbs, gutter and sidewalks. Plowing and placement of snow requires such street widths and improvements.

3. Infrastructure Facilities

Water and sewage disposal is provided by the City of Mt. Shasta. Ongoing improvements to the sewage treatment plant and the City's collection system, funded by connection fees, have provided additional required capacity for all planning objectives. Presently there are 410 sewer connections available. Likewise, domestic water connections available exceed any foreseeable demands. There is a drainage fee, supported by building permit fees, which provides for necessary drainage facilities. Street construction may be a major consideration as buildings on properties must have access to a public street. Public funding of construction of such streets has not been available since maintaining existing street structures has been difficult with diminishing available funds.

4. Federal and State Programs

In past years, the City of Mt. Shasta has made use of several federal and state programs, principally for the development of public facilities such as sewer and water projects.

The City of Mt. Shasta will be seeking assistance from the various federal and state agencies in order to achieve its goals of providing adequate housing within the community.

5. Article 34

Low rent housing projects developed, constructed, or acquired in any manner by any public agency, are subject to Article 34 of the State Constitution, which requires all the voters approval.

In July of 1981, voters of the City of Mt. Shasta voted to allow the construction or acquisition of low rent housing structures to provide housing for low/moderate income persons, including the aged, blind, handicapped and disabled.

E. Unmet Housing Needs

The existing housing stock, plus housing production, provide the resources for meeting the housing need.

The unmet need is the gap between what families need and what the housing stock and new production can provide. There are three major concerns relating to unmet needs:

1. Is there an adequate supply of sound housing Units?

2. Are families overpaying for shelter?
3. Are families overcrowding to reduce housing costs?

Of the three problem areas, only overcrowding appears to be declining, due in part to the reduction in family size. Although enough housing is being built to meet the supply problem, families must pay a disproportionate share of their income for what housing is available.

NEW CONSTRUCTION NEEDS 1980 - 1987

<u>Housing Units</u>	<u>Households 1980</u>	<u>Households 1987</u>	<u>Housing Units⁽¹⁾ Needed 1987</u>
1280	1170	1390	1460

(1) Includes 5% vacancy factor.

Source: Department of Finance

REHABILITATION/REPLACEMENT NEEDS 1980 - 1987

<u>Units Needing Rehabilitation</u>	<u>Units Needing Replacement</u>
47	8

Source: 1983 Site Inspection

Rehabilitation or replacement is necessary because new construction will not assure all households of an opportunity to occupy a standard housing unit. Only through rehabilitation or replacement of sub-standard units can everyone be assured of a decent home and a suitable living environment. The issue of whether a house should be rehabilitated or replaced is a function of economics. Normally, and there are exceptions such as a historical structure, if the cost to repair exceeds 50% of the value, the unit should be removed.

With the exception of the extreme eastern sector of the city, public facilities can be provided through the existing facilities' network of piping.

Should the city experience substantial development in the extreme eastern sector either through the process of "in-filling" or annexation, ultimately some lines will reach capacity, requiring major line reconstruction. This entire area is zoned medium residential, therefore the potential impacts are predictable.

Permit Fees

Sewer Connection, per unit	\$400.00
Water Connection, per unit	\$200.00
Drainage Fee , per unit	\$100.00
Building Permit Fees = approx. 1% of evaluation	

The Department of Public Works provides a complete service at City Hall for fee processing, building inspection and customer information. The Public Works Staff is available on a daily basis, with a building inspector available three days a week.

Multi-family construction requires Planning Commission "Architectural" approval. A "Technical Committee" meeting is held a week prior to the Planning Commission meeting for the purpose of assisting the applicant to properly prepare last minute "details" for the Planning Commission. "Continued" or "tabled" items are a rare occurrence.

The ability to afford adequate housing is a problem in the City of Mt. Shasta. Obviously, the greatest overpaying is found among lower income families. As the family's income increases, a higher proportion of income can be spent on housing without depriving the family of other essentials.

LOWER INCOME HOUSEHOLDS OVERPAYING 1980

<u>No. of Households</u>	<u>No. Overpaying</u>
1170	405

Ability to pay rent and housing prices

The medium gross rent paid in Mt. Shasta is \$247.00 monthly. This indicates that some 34% of the residents are paying over 25% of their wages for shelter.

Source: U. S. Census

Due to the limited funds available on a local level, the City's efforts in providing low and moderate income housing will be primarily directed towards the regulatory measures previously mentioned. Financial assistance will have to come through federal or state programs, such as the Federal Department of Housing and Urban Development.

Special Housing Needs

Elderly: The U. S. Census indicates that some 18+% of Mt. Shasta's residents are above the age of 59 years. Providing housing for the elderly has been active in recent years with the construction of a 39 unit senior complex in 1980 through a Section 202 Grant. An additional 24 units are scheduled for construction in 1984-1985. A private facility providing "limited care" for the elderly with 20 units, has also recently been completed.

Handicapped: The census shows that 3% of the residents in Mt. Shasta are handicapped. 30% of these are considered to be in the active work force. The previously mentioned elderly facility has several units designed for the handicapped, as do several proposed developments seeking public funding.

Special housing for the handicapped are best addressed by those groups specifically familiar with their needs. Several state and federal programs deal specifically with providing funding assistance for the handicapped.

Overcrowding in Mt. Shasta

The overall average in Mt. Shasta is .89 persons per bedroom.

The U. S. Census gauges overcrowding by tabulating the number of housing units occupied by over one person per room, (excluding kitchens and bathrooms). This indicates that on a city wide basis, Mt. Shasta does not have an overcrowding situation.

However, the census further indicates that there are 34 housing units in Mt. Shasta that are considered as overcrowded (1.01+ persons per room).

The majority of the overcrowding is occurring in the U. S. Census Enumerator District #171 which is the southwest portion of the city. This is an older district of the city and it is also the district designated as the housing conservation area of the city.

It is noteworthy that all of the proposals for low-moderate housing projects have been located outside of the U. S. Census Enumerator District #171.

F. Energy Conservation

Presently the City's energy conservation program consists of those requirements of state law, as well as the uniform building and mechanical codes. The City complies with these laws by not having any ordinances that would prohibit or restrict the use of solar systems and by reviewing projects for feasible natural heating and or cooling opportunities.

Many utility companies provide free-of-charge energy surveys for individual residences.

G. Housing Conservation Alternatives

1. Complaint Response Enforcement

The concept of complaint response is used by most cities. The city simply inspects homes in a random fashion based upon complaints or reports from neighbors or tenants. On some, a building inspector may learn of potential violations during casual neighborhood visits or during a required inspection of a new addition.

2. Voluntary Home Surveys

Providing a free-of-charge code inspection upon request of buyer or owner. This approach may result in little usage since owner/sellers may be hesitant to risk an inspection. If the purpose of the program is to encourage maintenance and repair, a voluntary program can be instituted with the city providing the service free-of-charge.

One additional aspect of inspections, both voluntary and mandatory, is that when the city makes an inspection, it must, by law, take action against any major structural, health or safety violations that are found.

3. Housing Rehabilitation Assistance Programs

Rehabilitation assistance programs provide financial incentives to homeowners to maintain their dwellings and make needed repairs. Such programs can stimulate

the private market to make repairs that have been postponed because of lack of funds or other reasons. They also provide assistance to homeowners who could not otherwise afford to maintain their dwellings.

Additionally, assistance programs can reduce the negative effects of code enforcement. By providing some form of financial assistance, the hardship incurred by being required to make repairs is lessened, especially on those of lower incomes.

Currently, funds for rehabilitation assistance programs are available from the Community Development Block Grant program of HCD.

ADEQUATE PROVISION OF HOUSING
FOR ALL INCOME GROUPS

OBJECTIVES

1. To recognize that provision of low and moderate income housing in Mt. Shasta will require an active role on the part of the City and other public agencies.
2. To provide incentives and options to developers to encourage the provision of low and moderate income housing.
3. To fully utilize and protect existing lower-cost housing.
4. To accept Mt. Shasta's responsibilities for providing low and moderate income housing for the citizens of the Mt. Shasta community.

ADEQUATE PROVISION FOR HOUSING
POLICIES AND IMPLEMENTATION PROGRAM

1. The City will consider the cost of proposed housing in arriving at recommendations and decisions on the use of residential land.

Implementation

- a. Develop criteria for including consideration of housing costs in recommendations and decisions regarding General Plan and Zoning changes.
2. To facilitate development of new low/moderate income housing, the city will actively assist developers/sponsors who wish to provide such housing.

Implementation

- a. Assist developers/sponsors in site selection.
 - b. Assist developers/sponsors in utilizing existing federal and state programs for constructing lower cost housing.
3. To provide incentives for the construction of low/moderate senior citizens and handicapped housing, the city may grant bonuses to developers who include lower cost senior and handicapped units as part of their projects.

Implementation

- a. As outlined in Government Code No. 65915, the City shall allow up to a 25% density bonus increase over the otherwise allowable density.
 - b. The City may grant bonuses in the area of reduced parking requirements, when found to be appropriate.
4. To alleviate problems arising from the conversion of existing rental units, the City will regulate condominium conversions.

Implementation

The City shall take steps to initiate a condominium conversion ordinance in order to:

- a. Establish criteria for the conversion of existing multiple family housing to condominiums.
 - b. Reduce the impact of such conversions on tenants in rental housing who may be required to relocate due to the conversion of apartments to condominiums, by providing for procedures for notification and adequate time and assistance for such relocation, such as moving expenses.
 - c. Provide special considerations for low/moderate income and senior citizen tenants, as they will be most severely impacted by such conversions.
5. To prevent loss of existing lower cost housing, the City will undertake housing conservation efforts.
(See Housing Conservation Objectives).

6. To provide low and moderate income housing for the citizens of Mt. Shasta, the City will cooperate with other state and federal agencies to fully utilize all available programs.

Implementation

- a. Work with HUD and/or HCD to encourage funding of Section 8 units in Mt. Shasta.
-
- 7.. Encourage diversification in project development designs, which often results in cost savings for lower cost housing.

Implementation

- a. Educate developers/sponsors of the City's "Optional Design" concept, which allows for cluster-type developments.
-
8. To encourage the development of second family residential units on existing single family lots.

Implementation

- a. Promote 2nd unit housing development within the community, as a method of providing cost effective, additional housing. The City of Mt. Shasta has recently passed an ordinance directed towards this need.
-
9. Research both government and non-government constraints, looking for ways to improve and streamline construction costs and programs.

Implementation

- a. Update the City's subdivision ordinance.
- b. Research construction related ordinances and policies and revise where practical to eliminate unnecessary costs.
- c. Maintain communication with developers in both housing and industry to assist where needed in promoting appropriate housing needs.

HOUSING CONSERVATION

OBJECTIVES

1. To develop comprehensive efforts for conserving Mt. Shasta housing stock.
2. To encourage measures to maintain Mt. Shasta's housing stock in its generally good condition, thereby preventing deterioration in the future.

HOUSING CONSERVATION
POLICIES AND IMPLEMENTATION PROGRAMS

1. To rehabilitate deteriorating dwellings, promote home maintenance and to conserve the City's housing stock, the City will undertake housing conservation efforts.

Implementation

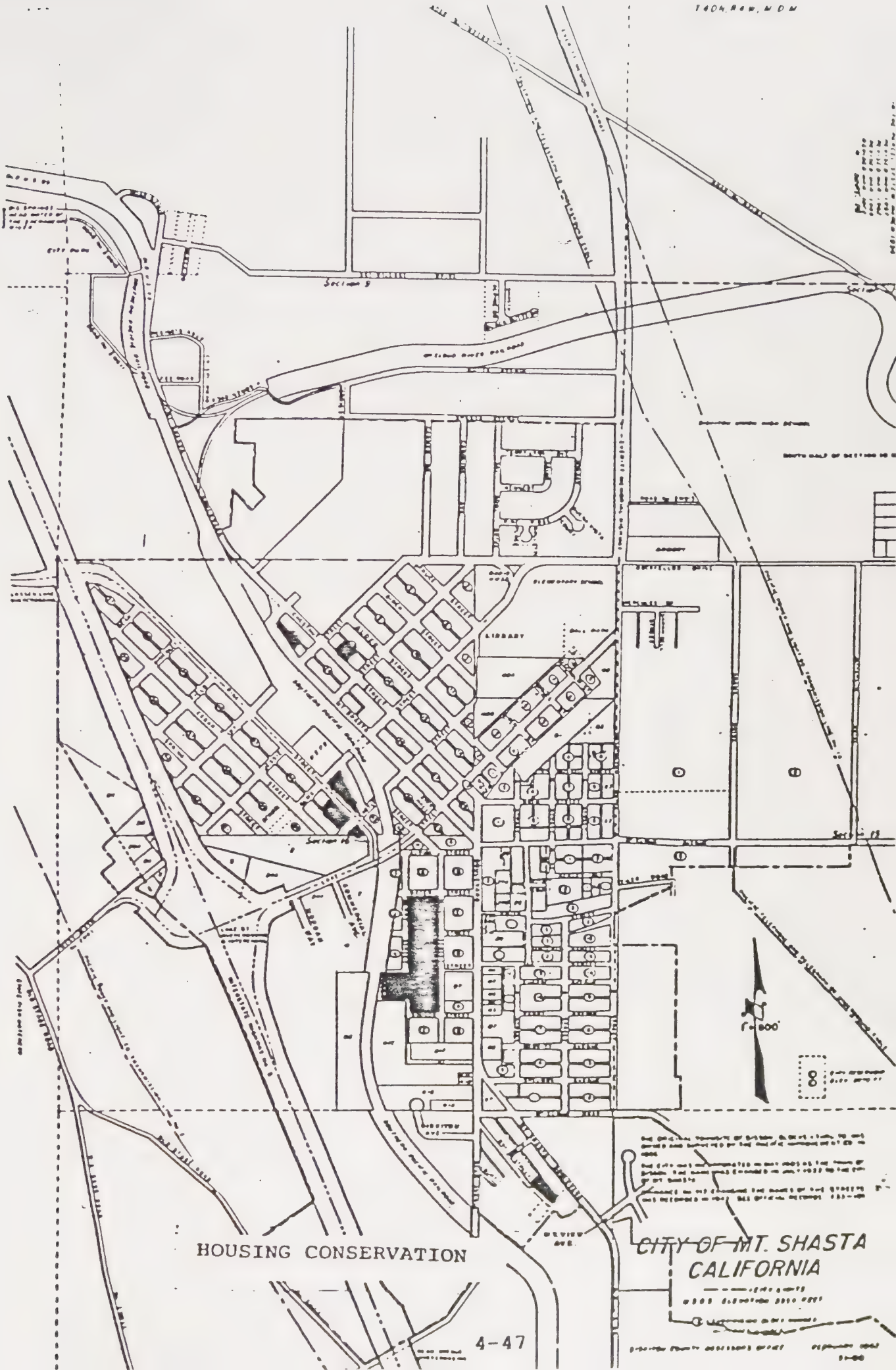
- a. The City shall endeavor to assist in obtaining Community Development Block Grant (CDBG) funds for providing assistance in the areas of low interest loans, deferred payment loans and emergency grants to help preserve the City's existing housing stock.
 - b. The City shall continue its code enforcement, resulting from complaints of tenants and neighbors.
 - c. The City shall provide free-of-charge code inspection upon request from an owner or buyer.
-
2. To maximize its housing conservation efforts, the City will designate housing conservation areas where efforts will be concentrated to maintain neighborhoods and prevent decline.

Implementation

- a. The following areas are designated as Housing Conservation Areas:

Refer to map on Page 4-47

- b. To coordinate the planning and funding of public improvements with conservation efforts, the City will consider the needs of the housing conservation areas when allocating City capital improvement funds, community development block grant funds and other funds for local improvements.



ACCESSIBILITY OF HOUSING

OBJECTIVES

1. To work toward eliminating discrimination in housing in Mt. Shasta where it exists.

POLICIES AND IMPLEMENTATION PROGRAMS

1. To assure equal opportunity in housing to all groups, the City will support efforts to eliminate discrimination in housing with regard to race, color, religion, national origin, sex, age, or family status.

Implementation

- a. Study further the problem of discrimination against families with children. Explore alternatives to protect families asked to move, to increase options for families, and to encourage family projects.

HOUSING PROGRAM

CONSTRUCTION OF NEW HOUSING UNITS

By the year 1987, Mt. Shasta will need approximately an additional 180 housing units according to the State Housing and Community Development estimates.

This projected number of units includes a 5% vacancy rate.

The projections for the construction of these units are subject to the following:

1. Available funding.
2. Type of unit to be constructed.
3. The market demand for additional living units.

It is felt that the City of Mt. Shasta is presently coming out of the economic recession of the past several months, while at the same time it is seeing a change in the previous major sources of employment in this area, namely the lumber and recreation industries. Considerable effort is being made towards promoting new and different types of businesses and industry in this area.

Such changes obviously hamper projecting housing production, let alone type of housing units. At this time the projected development by private industry appears to be addressing the needs of the community.

The Housing Element Committee proposes an addendum to the housing element within two years to reassess the housing needs of the community, feeling that the economic and housing requirements of the City will be more defined at that time.

Projected housing units to be constructed are as follows:

	1983	1984	1985	1986	1987
2nd Units	2	4	4	4	4
Townhouses (Rosell)			7	7	7
Senior Citizens Geo. Wash. Manor (Low/Moderate Housing)			24		
Single Families	12	10	10	10	
Multi-Family Units		4	8	8	
Low/Moderate Housing			20		

The above projections are based in part on the following considerations:

- a) The previous three years activity.
- b) Developers future projections.
- c) Recent ordinance amendment, allowing 2nd unit development.
- d) Housing trends in the areas of multi-family and low/moderate housing developments.

As previously stated in the "Housing Program" on page 4-45, the housing element committee proposes an addendum to the housing element within two years to re-assess these projections.

In early 1984, a complete detailed field survey of the entire housing stock of the city will have been completed. This also will be addressed in the proposed addendum.

HOUSING PROGRAM

REHABILITATION OF HOUSING UNITS

A field survey indicates that 47 housing units are suitable for rehabilitation within the city.

The degree of rehabilitation required varies with the individual housing units, as does the cost of such work.

The City of Mt. Shasta shall endeavor to obtain funds through the available state and federal sources for such rehabilitation work in the form of grants and/or low interest loans.

Based on obtaining the necessary funds, the following number of units are projected for rehabilitation:

	1984	1985	1986	1987
Units to be Rehabilitated	5	5	5	5

HOUSING PROGRAM

REPLACEMENT UNITS

A recent field survey indicates that there are eight units requiring replacement within the City. This number of housing units has been incorporated into the number of units to be constructed by 1987.

THE HOUSING PROGRAM

The policies and implementation measures developed in this Housing Element constitute the basis of the Housing Program for Mt. Shasta. Unlike other parts of the General Plan which can be carried out by enacting ordinances and policies, most aspects of the Housing Element will require local, state and federal funding for its implementation.

1. Funding Sources

The following list includes the most common and widely used finding sources and where to obtain information on funding availability.

- a. Farmers Home Administration - Homeownership and Improvement Loans (FMHA Section 502)
- b. Farmers Home Repair Loans and Grants (FMHA Section 504) Contact Farmers Home Admin.
- c. Farmers Home Rural Rental Housing Program (FMHA Section 514/516) Contact Farmers Home Admin.
- d. Farmers Home Self-Help Housing (FMHA Section 523/524) Contact Farmers Home Admin.
- e. Dept. of Housing & Urban Development for Elderly and Handicapped (HUD Section 202)
Contact: Ca. Dept. of Housing & Community Development
- f. Dept. of Housing & Urban Development for Low-Income Rental Assistance (HUD Section 8)
Contact: Ca. Dept. of Housing & Community Development
921-10th Street, Sacramento, CA 95814
- g. California Housing Finance Agency for Home Improvement Program.
Contact: California Housing Finance Agency
301 Capital Mall, Suite 402
Sacramento, CA 95814

EVALUATION OF THE HOUSING PROGRAM

1. Review and Update

The objectives and policy of this housing element are intended to define a medium-range statement of Mt. Shasta's housing concerns. The specific aspects of the Housing Program are of a shorter-range nature and will need to be evaluated and updated more frequently. The State Guidelines for the Housing Element indicate that programs should be reviewed periodically and a printed update be completed every five years. It is therefore recommended that the Housing Program be evaluated biannually and a printed update be prepared every five years.

The first step for evaluation of the housing program, is the 'Housing Action Program', timetable of specific objectives. This timetable indicates target periods for undertaking and completing each component of the housing program. The biannual review can then report on the progress made for each activity in the housing program.

HOUSING ACT V PROGRAM
FIVE YEAR IMPLEMENTATION PROGRAM 1983-1987

OBJECTIVE: TO PROVIDE ADEQUATE HOUSING FOR ALL INCOME GROUPS

IMPLEMENTATION	1983	1984	1985	1986	1987	RESPONSIBILITY
1a. Consider housing costs on decisions regarding zone changes.	x					Planning Commission
2a. Assist developers/sponsors in site selections.	x	x	x	x	x	Planning Department Building Department
2b. Assist developers/sponsors with State & Federal programs for construction of lower cost housing.	x	x	x	x	x	Planning Department
3a. Provide density bonuses for construction of senior citizens, handicap, etc. units per Government Code 65915.		x	x	x	x	Planning Commission City Council
3b. Allow reduction of parking requirements when appropriate.		x	x	x	x	City Council
4a. Establish criteria for condominium conversions.		x				Planning Commission City Council

HOUSING ACTION PROGRAM

FIVE YEAR IMPLEMENTATION PROGRAM 1983-1987

OBJECTIVE: TO PROVIDE ADEQUATE HOUSING FOR ALL INCOME GROUPS

IMPLEMENTATION	1983	1984	1985	1986	1987	RESPONSIBILITY
4b. Set procedures for notification of condominium conversion impacts.		x				Planning Commission City Council
4c. Provide special consideration regarding condominium conversions for low income & senior citizens		x				Planning Commission City Council
4-57 5a. See conservation objectives						
6a. Cooperate with various State and Federal agencies to provide low to moderate income housing.	x	x	x	x	x	Planning Department
7a. Educate and promote developers/sponsors on the use of the City's 'optional design' concept.	x	x	x	x	x	Planning Department
8a. Promote 2nd unit housing as cost effective additional housing.	x	x	x	x	x	Planning Department Building Department
9 Ways to streamline construction costs?						

HOUSING ACTION PROGRAM

FIVE YEAR IMPLEMENTATION PROGRAM 1983-1987

OBJECTIVE: TO PROVIDE ADEQUATE HOUSING FOR ALL INCOME GROUPS

IMPLEMENTATION	1983	1984	1985	1986	1987	RESPONSIBILITY
9a. Update City's subdivision ordinance.		x				Planning Commission City Council
9b. Review construction-development related ordinances. Revise to eliminate excess costs.		x	x			Planning Department City Council
9c. Communicate with developers in housing and industry to promote appropriate housing.	x	x	x	x	x	All City Agencies.

HOUSING ACTION PROGRAM

FIVE YEAR IMPLEMENTATION PROGRAM 1983-1987

OBJECTIVE: TO PRESERVE MT. SHASTA'S HOUSING STOCK

IMPLEMENTATION	1983	1984	1985	1986	1987	RESPONSIBILITY
1a. Assist in obtaining block grants to help preserve existing housing.		x	x	x	x	Planning Department
1b. Continue code enforcement policies.	x	x	x	x	x	Building Inspector Dept. of Public Wor
1c. Provide upon request, free code inspection for owner/buyer.	x	x	x	x	x	Building Inspector
4-59 2a. Designate housing conservation areas.		x				Planning Commission Dept. of Public Wor
2b. Target capital improvements and block grants funding to 'conservation areas'.		x	x	x	x	Planning Department Planning Commission City Council

HOUSING ACTION PROGRAM

FIVE YEAR IMPLEMENTATION PROGRAM 1983-1987

OBJECTIVE: PROVIDE ACCESSIBILITY OF HOUSING FOR ALL.

IMPLEMENTATION	1983	1984	1985	1986	1987	RESPONSIBILITY
1. Investigate descrimination against families with children.						
1a. Explore alternatives to protect families asked to move.		x	x	x	x	Planning Department
1b. Promote family-type housing (See objective: Housing for all groups).	x	x	x	x	x	Planning Department

4-60

RESOLUTION ADOPTING THE 1983 HOUSING ELEMENT UPDATE
OF THE MT. SHASTA GENERAL PLAN

WHEREAS it is required that the City of Mt. Shasta update its housing element every five years; and

WHEREAS the State of California Department of Community Development has reviewed the housing element update pursuant to Government Code 65585(b), stating their findings; and

WHEREAS said findings of the Department of Community Development have been incorporated into the housing element update; and

WHEREAS the Mt. Shasta Planning Commission held a public hearing on August 21, 1984; and

WHEREAS a Negative Declaration was approved on August 21, 1984; and

WHEREAS the City Council of the City of Mt. Shasta held a public hearing on September 24, 1984.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Mt. Shasta hereby approves the 1983 Housing Element Update of the Mt. Shasta General Plan.

ROLL CALL VOTE:

AYES: Council Member Boss, Engdahl, Seeley, Sutton, Derwingson


NOES: None

ABSENT: None

DATED: September 24, 1984


MAYOR

ATTEST:


DEPUTY CITY CLERK

C O N S E R V A T I O N E L E M E N T

Adopted April 14, 1975

CONSERVATION ELEMENT

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CONSERVATION ELEMENT

The California State Legislature has mandated that all local governments shall adopt a conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The City of Mt. Shasta has adopted the Siskiyou County Conservation Element as the Conservation Element for the City. The City of Mt. Shasta mutually agrees with the principle, objectives, recommendations and methods of implementation of the Siskiyou County Plan for conserving, developing, and utilizing the natural resources of the area.

1. Basic Information

The Mt. Shasta area lies in a forested area north of the Sacramento Valley. Through this area passes the most favorable transportation route from the Central Valley in California to communities in Oregon and the Northwest. Residents of the Mt. Shasta area have traditionally depended upon lumber, the railroad, and to a lesser extent, upon tourism and agriculture for their livelihood. Although the lumber and railroad industries have experienced a decline in recent years, the income provided by agriculture has remained relatively stable. An additional source of income has resulted from the rapidly expanding use of the area for recreational pursuits.

Prior to settlement of the Mt. Shasta area by white men, the southern slope of Mt. Shasta and the surrounding territory were covered by virgin growths of pine and fir. Subsequent decades of lumbering and destructive forest fires reduced the amount of harvestable timber available and left many areas unproductive, but reforestation has been successful and second growth timber is being cut.

Logging, milling, and transportation of lumber supported the early economy of the area. The increased automation in the lumber industry eliminated many jobs, but the lumber industry continues to provide the major source of income for the area. Successful reforestation programs and continued high demand for lumber make it unlikely that any single economic activity will surpass the lumber industry in importance.

The extent of irrigated and irrigable lands within the Mt. Shasta area is very limited. Agriculture mainly consists of the raising of cattle and those pasture and hay crops required to support the cattle. Crops, for profitable production, generally require irrigation from May through October. Most of the acreage suitable for tillage of irrigated pasture is presently developed and provided with irrigation water from the near by creeks and springs.

The location of Mt. Shasta on an important interstate transportation route contributed in many ways to the economy of the area. The north-south highway is heavily used by both automobile travel and by commercial trucks. The entire system is heavily used by vacationers during the spring, summer, and fall months.

When the railroad was completed from Redding to Dunsmuir in 1886, and on to Oregon the next year, the first impetus was given to the lumber industry in the Mt. Shasta area. Today the railroad is an important contributor to the lumber industry and the general economy of the area.

The Mt. Shasta area, as well as many other communities in Siskiyou County, is growing in its attraction to recreationists. The reasons for this growth stem from the natural attributes of the locality and from the improved highway systems which has led to a general exodus from metropolitan centers, for relief from overcrowded conditions.

Mt. Shasta itself is an outstanding attraction. The 14,161 foot volcanic mountain dominates the entire area. For much of the year snow covers that portion of the peak above 8,000 feet and several glaciers cling year-round to the mountain.

Around the skirts of the mountain, and in the Mt. Eddy area, fish and game abound. The upper reaches of the Sacramento River below Lake Siskiyou are noted for the excellence of their trout fishing. Private individuals and organizations recently have developed improved campgrounds along the Sacramento River near Mt. Shasta and at Castle Lake. Such facilities make use of the river water during the summer vacation seasons.

Outdoor recreational facilities in the area include the recently constructed (1982) Nordic Ski Center, a cross-country ski resort located in the Castle Lake area, west of the City.

A proposed downhill ski area, projecting the fall of 1983 for opening, is scheduled to be built in the McKenzie Butte area on the southern slopes of Mt. Shasta.

In 1970 the opening of camping and picnicing facilities at Siskiyou Lake increased the summer attraction to the area. The reservoir is formed primarily from flows from Wagon Creek and from the north, middle and south forks of the Sacramento River.

2. General Goals

Mt. Shasta is an integral part of Siskiyou County, and because of the degradation of the environmental and natural resources throughout the state, the general goals of the Conservation Element are:

A. To conserve and protect the land resources of the city and county.

B. To protect and conserve the lakes, streams and reservoirs of the area of potable and agricultural water, for recreation areas, but more important as wildlife habitat which will be beneficial to the residents, present and future of the city, county and state.

C. To preserve the air quality of the city and county so that it will continue to be one of the prime assets of the region for both human and animal populations.

D. To conserve and maintain habitat for wildlife species and plant life.

3. Forest Lands

Within the Mt. Shasta planning area there is a small amount of forested land and there is no prime forest land, however, as previously stated, the lumber industry is the major source of employment in the area. The goals and policies for management of forested lands are listed below:

A. Goal: preserve, protect and manage the Forest lands as both natural wild habitat and a productive economic resource.

B. Policies

(1) Forest land should be encouraged as a means of providing open space and conserving other natural resources.

(2) Forest land, whenever possible, should allow uses which are compatible with public or private timber management programs.

(3) Forest lands not considered as prime forest land should be preserved as open space and wildlife habitat.

(4) Forest lands must be recognized as a resource in its own right as well as a protector of many other resources.

4. Agricultural Lands

The City has only limited land being used for agricultural purposes. There is also grazing land west of the City, some of which is under agricultural contract. The minimal amount of land in agricultural use does not lessen our responsibility to protect it.

A. Goal: preserve and protect the productive agricultural lands and the agricultural economy of the area.

B. Policies

(1) Only those uses related to agriculture should be whenever possible, located on agricultural lands.

(2) Agricultural uses should be encouraged as a means of providing open space and conserving prime land.

(3) Agricultural lands which are used for grazing and other purposes although not considered prime soils, yet highly productive, should be given equal protection.

(4) Agriculture land must be recognized as an equal to other major land uses.

5. Recreational Lands

Providing recreational services and facilities is the fastest growing sector of the Mt. Shasta economy. This economic activity has grown considerably within the last few years. The goals and policies in regards to recreational land use are listed below.

A. Goals: To reserve land for recreational facilities, encourage private recreational development and other open uses in categories characteristic and beneficial to the present and future residents of the City as well as to meet tourists needs.

B. Policies

(1) Provide for the orderly development and control of a comprehensive recreation system for the City.

(2) Recreational resources should be protected for the future as these resources are largely irreplaceable natural assets.

(3) Encourage or provide recreational facilities and other open uses in central locations near all living and working areas in areas of outstanding beauty sufficient to meet the varying needs of the people.

(4) Encourage proper commercial recreational uses to augment public recreational programs.

(5) Sites for recreation should be evaluated to assure they have maximum flexibility and adaptibility to the constantly changing recreation needs and interests.

(6) The development of waterfront property should be encouraged for all suitable types of recreational uses to meet the needs of local, regional, and state-wide residents.

(7) The river areas which provide the best recreational attraction should be preserved.

(8) Recreation areas should take advantage of multi-purpose lands, such as reservoirs, flood plains and forest lands.

(9) Encourage the development of a system of scenic highways by establishing special architectural sites and landscape control in a visual line control, thereby preserving areas, of outstanding scenic quality.

(10) Provisions should be made for adequate number of campsites, picnic areas, overnight camping facilities, scenic turnouts and roadside rests.

(11) Provisions should be made for riding, hiking, and bicycle trails on local as well as statewide programs.

(12) To meet the demands of future populations, advantage should be taken of the prespective areas of sufficient size and location for parks, and other similar uses in proper locations. A minimum standard should be set for the amount and quality of land devoted to recreation.

(13) The continuing development of major recreational facilities to serve regional and statewide residents should be encouraged on public lands throughout the County, including Federal, State, County and City.

(14) The development of major recreational and other related uses should be provided for by private enterprise and at all governmental levels including the City, County, and Federal agencies.

(15) Encourage private recreational development as a major supplement to public recreation facilities.

6. Wildlife Habitat

While most, but not all, of the wildlife species listed in the main body of the element are found in the immediate area of Mt. Shasta, the pleasure that is gained from these species, by resident and visitor, alike, is very important and these species must have adequate habitat for stabilized populations.

A. Goal: To preserve and maintain streams, lakes and forest open space as a means of providing natural habitat for species of wildlife.

B. Policies

(1) To maintain all species of fish and wildlife for their intrinsic and ecological values as well as for their direct benefit to people.

(2) Provide for an economic contribution of fish and wildlife in the best interest of the present and future populations.

(3) When planning any alteration to the present environment or habitat, consideration should be given to the effects of fish and wildlife.

(4) Present land used which results in siltation or pollution of inland waters should be carefully monitored, and if necessary, corrected to assure clean and productive habitat.

(5) Outstanding wildlife habitats and sites that have unusually high value for fish and wildlife should be carefully considered before any development altering this environment is permitted.

(6) Encourage development and enhancement of wildlife habitat through careful use of methods such as controlled burning, planting, judicious livestock grazing, mechanical land manipulation and creation of ponds in water sources.

(7) Recognize and encourage the various appropriate and non-appropriate uses of wildlife. This includes such activities as scientific studies, educational purposes, and hunting and fishing.

7. Scenic Lands

In the Mt. Shasta area, one does not have to look far for lands that possess natural scenic beauty. There is no way to measure, in monetary terms, the asset the scenic beauty of 14,000 foot Mt. Shasta and the surrounding area has been to the City of Mt. Shasta.

A. Goal: To conserve, preserve and maintain the scenic land of City and County.

B. Policies

(1) Continue to work for the conservation of scenic beauty in the City and County.

(2) Encourage private developers to utilize conservation methods of using the land. Discourage development on steep slopes unless special techniques of construction are used.

(3) Encourage private reforestation of hillsides to enhance the beauty of the area.

(4) Encourage landscaping and maintenance of vegetation on all cut and slope fills.

(5) Discourage encroachment of excessive cut and fill slopes into corridors along scenic highways.

8. Watershed and Recharge Lands

Like much of Siskiyou County, Mt. Shasta has never had an extreme shortage of potable or agricultural water. With the proper management of the watershed and water recharge lands combined with wise use of all water, the city should never have to worry about the quality or quantity of its water.

A. Goal: To preserve the quality of the existing water supply in the City and adequately plan for the expansion and retention of valuable water supplies for future generations; and to provide for a comprehensive program for sustained multiple use of watershed lands through reduction of fire hazards, erosion control and type-conversion of vegetation where desirable and feasible.

B. Policies

(1) Continue to assure the high quality of water within the City and County with management programs for agricultural waters and emphasizing programs which stop intrusion of agricultural waste into the water supply.

(2) Every precaution must be maintained to eliminate the danger of any pollution to the streams and lakes as well as recharge areas through human and industrial waste and agricultural runoff.

(3) Promote a research project that will estimate our future water needs for water supply and recreation.

(4) Utilize latest scientific techniques towards reclamation and recycling of waste water.

(5) Use of water shed or ground water recharge lands for urban or second home purposes should be permitted only under rigid controls.

9. Air Quality

Reports from the State Air Resources Lab indicate that the quality of the air in our basin is very similar to that found off the coast of California. The air quality of the Mt. Shasta area is one of the natural resources that makes this area an important vacational and recreational region. This natural resource must be preserved.

A. Goal: To insure that the air quality of the City and County is maintained so that human, plant and animal life is protected from the adverse effects of air pollution, and that clean air is realized as an equally important asset as clean water or scenic beauty to the City and County.

B. Policies

(1) Clean air will be recognized as a resource in its own right as well as being a necessity for the health of all living things.

(2) Every effort should be taken to eliminate air pollution from all segments of the City and County.

(3) Whenever possible, to support and assist the Siskiyou County Air Pollution Control Board in preserving the air quality of City and County.

(4) Encourage private industry to utilize the latest scientific techniques to eliminate air pollution.

The policies of the above sections are not intended to halt urban growth, only to direct it so that we might better use our natural resources. It is assumed by the City, that the physical and psychological needs of the people, of the City, County and State will be more fully realized if the goals of this element are met.

10. Recommended Plans of Action

The two primary methods of achieving the goals will be as follows:

A. Continued development and enforcement of good comprehensive zoning and subdivision ordinances.

B. The use of the goals and policies of this element for the review of all Environmental Impact Reports submitted to the City.

The goals will only be met if all levels of government work together and the cooperation of the private sector is obtained. The environmental circumstances of the city and county are similar enough to allow us to use the same goals

and policies. The City will do whatever possible within its jurisdiction to insure that the goals are met. It is hoped that through the use of a singular element, by both the City and County, that we will achieve and maintain the goals as soon as possible.

O P E N S P A C E E L E M E N T

Adopted April 14, 1975

OPEN SPACE ELEMENT

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OPEN SPACE ELEMENT

Among the several elements which must be parts of the adopted General Plan for any city or county in California, the Open Space Element is included. In 1971, the Legislature changed the California Government Code by adding this requirement. The addition of Article 10.5 to Chapter 3 of Title 7 (Planning) of the Government Code spelled out in detail what the Legislature had in mind at the time. This Article which is concerned with Open Space goes to a considerable length to define "Open Space" and what is to be done about it in addition to the preparation of a Plan. Therefore, in order to set this Open Space Element in a proper perspective it is necessary to quote liberally from the California Government Code.

Open Space Use is defined as the use of any land for public recreation, the enjoyment of scenic beauty, the conservation or use of natural resources, or the production of food or fiber. Open Space Land is any area of land or water, essentially unimproved and devoted to open space use and which is shown upon some open space plan as natural resource land, agricultural land, recreation land, scenic land, watershed or ground water recharge land or wildlife habitat.

1. Open Space Land Uses

The Legislature went to some considerable lengths to qualify the scope of the several types of land use which constitute open space lands as follows:

A. Recreation land is that area of land or water designated on an open space plan as being actively used for recreation purposes and open to the public for such use with or without charge.

B. Scenic land is the land designated upon an open space plan as open space land possessing outstanding scenic qualities worthy of preservation.

C. Natural Resource land is land deemed by the Legislative body to possess such natural resources, the use or recovery of which can best be realized by restricting the use of land by those types of regulations adopted to implement plans.

D. Agricultural land is actively used for the purpose of producing an agricultural commodity for commercial purposes including the accepted agricultural practice of allowing such land to lie idle for a period of up to one year.

E. Watershed and ground water recharge land is land designated on an open space plan as land important to the State in order to maintain the quality and quantity of water necessary to the people of the state or any part of the state.

F. Wildlife habitat is land designated on a plan as land unusually valuable or necessary to the preservation or enhancement or the wildlife resources of the state.

Subsequent to its action of 1971, the State Legislature in 1972 went to greater lengths to define open space as four categories of land use, as follows:

A. Open space for the preservation of natural resources including, but not limited to areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lake-shores, banks of rivers and streams, and watershed lands.

B. Open space used for the managed production of resources, including but not limited to, forest lands, range-land, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

C. Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

D. Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains,

watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

2. Goals

Below are the goals of the Open Space Element. They are listed in order of relative priority.

A. To insure that adequate open space is reserved to meet outdoor recreational needs and to provide adequate health and safety to the present and future generations.

B. To insure that, whenever possible, the City shall work in conjunction with the county, state, and federal agencies to provide for the natural production of resources and the preservation of natural resources.

3. Policies

To insure that adequate open space is available for outdoor recreation, the City adopts the following policies.

A. That within the gross area of any subdivision in the City, not less than 15% of the gross land area of the proposed subdivision should be open space.

B. That such open space may be dedicated for public use, such as park areas or may be retained in private ownership with limitations such as restrictions against resubdivision, the dedication to the city of development rights, ownership vested in a property owners corporation or association, scenic easements granted to the City or other forms of restrictions including covenants.

C. It is not the intention of this policy that open space lands are to become public property, but only to insure that they remain open space.

D. The purpose of this policy is to provide a frame of reference for the Planning Commission and City Council to use in the evaluation of subdivision plans brought before them for approval.

E. That this policy is an expression of intent of this Planning Commission and the City Council that the subdivision of land within the City be done in such a manner as to guarantee the city residents are provided adequate room for outdoor recreation.

4. Causing the Plan to Work

In connection with the methodology outlined to determine what is open space, the Legislature proceeded to provide for carrying out the plan by expressing the finding that the increase in population of the state necessitates preservation of open space by the adoption and strict administration of laws, ordinances, regulations and other appropriate methods.

To accomplish this end a deadline of June 30, 1973, was set for adoption of the Open Space Plan. In addition, the Open Space Plan shall contain an action program to be pursued in effectuation of the plan. The enactment of the Legislature which contained the provisions for the Open Space Plan Element also added Article 4 (Open Space Zoning) to Chapter 4, Title 7 of the Government Code. This Article provides that by June 30, 1973, the city shall adopt an open space zoning ordinance

consistent with the adopted Open Space Plan for the jurisdiction. This Article further contains a section which confirms certain limitations upon the local jurisdiction in effecting the preservation of Open Space. In this section the Legislature declares and finds that the Open Space Zoning Article is not intended to authorize the City to exercise its power to adopt, amend, or repeal an open space zoning regulation in such a way as will take or damage private property for public use without payment or just compensation. The enactment went further to state "This section is not intended to increase or decrease the rights of any owner of property under the Constitution of the State of California or of the United States".

The City of Mt. Shasta is in the process of establishing an Open Space Zoning Ordinance, that will effectively preserve the present Open Space that is not protected by the nature of its existing use.

5. Present Situation

The Open Space within the city is described below and is shown on a map on Page 6-12.

There is a 26 acre city park that is 1/2 mile northwest of the City limits on North Mt. Shasta Boulevard. It is a park and recreation area facility that is operated by the Mt. Shasta Recreation District, which will remain open space.

There are 132 acres of open space in the north east sector of the city that is the present site of Mt. Shasta High School. It is a recreation area that provides the students and the

community with a swimming pool, lighted baseball diamond, and tennis courts, which are operated by the recreation district. Separate from the high school, an additional 33 acres of this 132 acres of open space is being developed as "Shastice Park". Additional tennis courts, baseball diamonds, picnic areas and other recreational facilities are projected for development.

Sisson Elementary School has a 7 acres exercise area in the north eastern part of the city.

There are 6.9 acres of unimproved open space of the library in the north east section of town.

A youth baseball park occupies 5.7 acres of open space adjacent to the east of the library and is the site of a recreation district mini park.

Adjacent to the ball park are 3.2 acres of city land, which is the site of a city well, which is open space and will remain so.

Located in the western part of the city are 2.9 acres of open space which is the playground for the Mt. Shasta Elementary School.

There are two acres of open space south east of the city that houses the storage tanks for the domestic water supply for the city.

The City owns 40 acres of open space a mile and a half east of the city limits that is the site of Cold Creek Springs, which is the origin of the domestic water supply.

The city owns 20 acres of open space which is the site of the present sewage treatment plant. This land will remain

open space and is located approximately 2 miles south of the city.

6. Future Plans

The 1980 census showed that the City of Mt. Shasta increased its population 25.8% from the previous census. The existing open space in Mt. Shasta is providing adequate recreation facilities for the community. With the anticipated growth of the city, there should be enough undeveloped open space to expand the recreation facilities accordingly.

7. Summary of Mt. Shasta Open Space

City Park	26.0 Acres
Mt. Shasta High School Facility	99.0
Sisson Elementary School Facility	7.0
Old High School Facility (Library)	6.9
Community Ball Park	5.7
Shastice Park	33.0
City Property with Well	3.2
Mt. Shasta Elementary School Facility	2.9
Water Supply Tanks	2.0
Cold Creek Springs	40.0
Sewage Treatment Plant	<u>20.0</u>

245.7 Acres

8. Environmental Setting

The City of Mt. Shasta is in the largest county (Siskiyou) in Northern California, and in an environment which has much open land that is readily accessible to the public. In the county, 63% of the land is in public ownership of which more than 99% of that public land belongs to the Federal Government. A total of 2,320,463 acres is designated as National Forest Land, which is under permanent management for multiple use: timber, watershed, recreation, game management, grazing and environment preservation being principal objectives of such multiple use

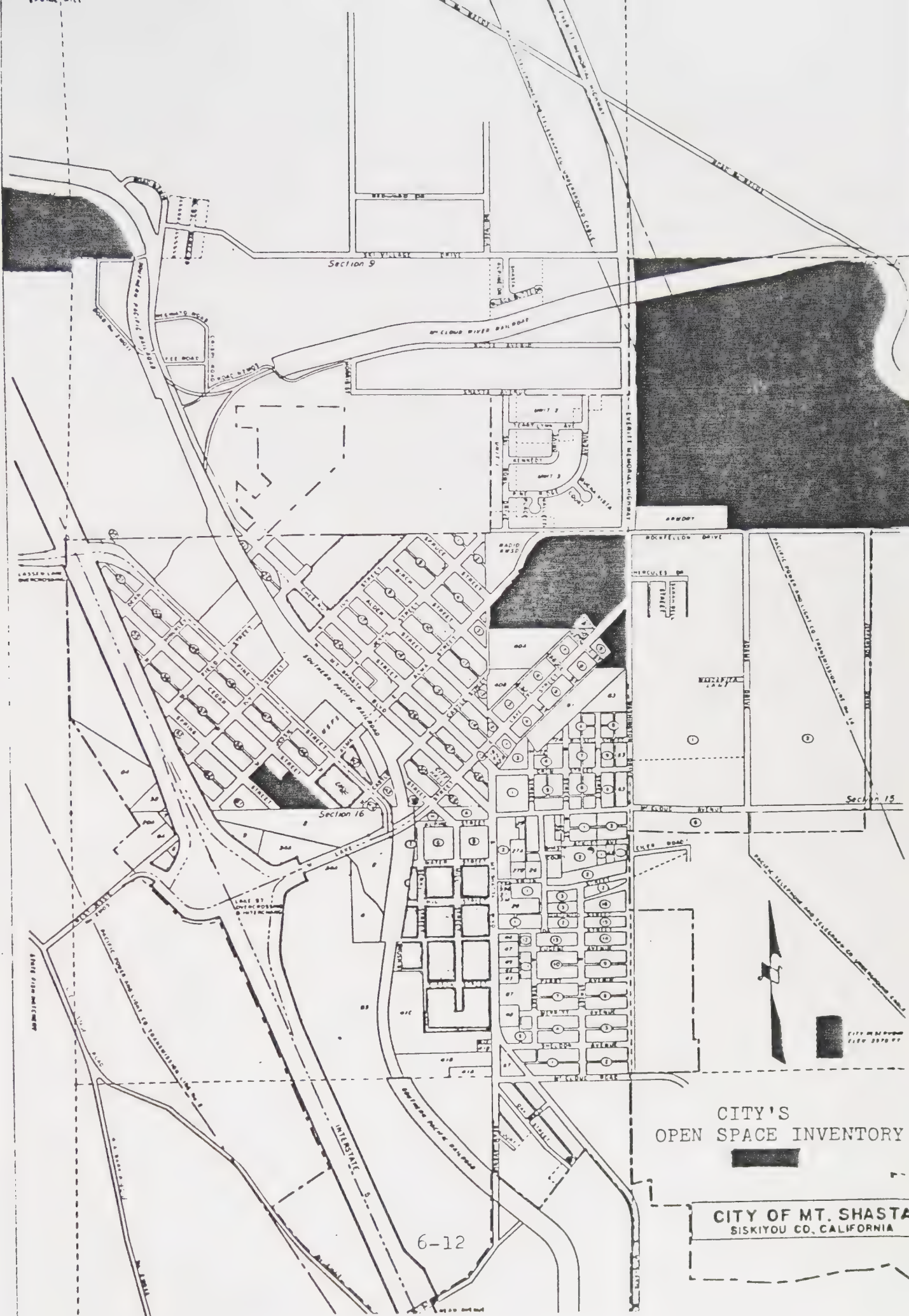
management. This management concept results in the National Forest Lands constituting open space lands in the purest sense of the word since these lands are anticipated to have the minimum of manipulation by man as a permanent part of their nature. National park lands in the county provide recreation lands, principally devoted to historic and geologic features as contained in the Lava Beds National Monument. Bureau of Reclamation Lands are agriculture in nature resulting from the conservation of land and therefore constitute open space. The public domain lands of the Bureau of Land Management are principally open space lands in some cases consisting of woodlands and grazing lands, timber, culture lands, recreation lands and game management lands. Among other agencies are U.S. Fish and Wildlife Service and California Department of Fish and Game, which not only operates lands of other agencies for proper management of wildlife resources, but provides hunting areas and protected areas where game populations can be restored. The only major contribution of state land in this region is the 11,000 acre Castle Crags State Park. From the operational missions of each of the Federal and State agencies concerned with land use in the area surrounding Mt. Shasta, it can be readily observed that such missions provide for the preservation of open space in the strictest sense. Because of these circumstances, Mt. Shasta has a different ordering of priorities for the goals and policies for the preservation of open space than most urban areas.

9. Open Space Ratio

	<u>1975</u>	<u>1985</u>	<u>1995</u>
Population	2,510	3,220	4,000
Open Space (If policies are not followed)	245.7	245.7	245.7
Ratio Acres per 1000 population	98	76	61
Open Space (If policies are followed)	245.7	259.7	275.7
Ratio Acres per 1000 population	98	81	70

Being a part of Siskiyou County, the people of Mt. Shasta are in an environment that provides much accessible open land. It will remain the City's primary objective of Open Space Planning to preserve adequate open space for outdoor recreational facilities and to provide for the health and safety of its residents.

In spite of the anticipated population increase during the next 20 years, the open space within the incorporated city limits should be adequate to provide for the needed recreational facilities. The extensive open space of the unincorporated area surrounding the city should be capable for handling the other purposes of open space.



CITY'S
OPEN SPACE INVENTORY

CITY OF MT. SHASTA
SISKIYOU CO., CALIFORNIA

6-12

S A F E T Y A N D S E I S M I C
S A F E T Y E L E M E N T S

Adcoted April 14, 1975

SAFETY AND SEISMIC SAFETY ELEMENTS

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* Recommended Plans of Action

Refer to the City of Mt.Shasta's 'Emergency Plan',
adopted May 11,1981

SAFETY ELEMENT

The responsibility of the local governments to provide for the safety of its citizens is becoming larger every day. One of the first hazards the city protected against was that of fire. These responsibilities have now been expanded to insure that the local governments take appropriate steps to protect its citizens from geologic hazards. The City can meet these responsibilities more effectively if safety considerations are included in the planning process.

1. Fire Hazards

The hazard that is most apparent to the citizens of Mt. Shasta is that of fire. Because of its mountainous environment, the City could be severely damaged by a major brush and timber fire causing substantial loss of property and possibly loss of life.

The entire planning area is served by the Mt. Shasta Fire Department. This department was formed in 1948. The district fire station is located on Lake Street. A second fire station is located on Pine Street in the City, west of the railroad tracks. A third fire station is planned for construction in the northern section of the fire district. There is a U.S. Forest Service Fire Station on West Alma Street. The City has a mutual aid agreement to handle large fires with McCloud, Dunsmuir and the U.S. Forest Service.

The City stores 1.7 million gallons of water in its auxiliary storage tanks. That should be more than enough

water to extinguish all but a major conflagration. In the event of a major conflagration, the City could expand its water system to include the 2.5 million gallon Roseburg Lumber Company reservoir south of the City.

A. Goals Related to Fire Hazards

It is the goal of Mt. Shasta to minimize the loss of property and life resulting from fire and to direct the growth and development of the City in such a manner that these losses can be minimized most efficiently.

B. Policies Relating to Fire

The following policies, if followed, will achieve the above goal.

(1) To continue stringent enforcement of the Uniform Building Code.

(2) The adoption and enforcement of a fire prevention code.

(3) To continue the educational program of fire prevention for the public.

(4) To maintain the mutual aid agreements with neighboring jurisdictions.

(5) To encourage the use of fire prevention methods developed by the U.S. Forest Service and the State Division of Forestry in brush and timber areas.

2. Geologic Hazards

The detailed evaluation of geologic hazards within any jurisdiction requires a team of experts from many different fields of study with a great amount of technical expertise.

These experts would have to spend much time collecting the needed information, and then it would require consolidation and analysis for them to prepare the ideal safety element. The City of Mt. Shasta does not have the necessary resources of information available to prepare such a document. Mt. Shasta's geologic hazards portion of the safety element has been prepared from available information, and it is the first step in achieving a document that will provide primary input to the land use, open space and circulation elements.

A. Seismic Hazards

There are no known active faults existing within the Mt. Shasta Planning Area. Because of this absence of known faults, the susceptibility to surface ruptures is assumed to be minimal.

The possibility of damage resulting from an earthquake originating from outside the planning area does present some potential dangers in the form of ground shaking. There are numerous faults to the west of the planning area in the Klamath Mountains, but activity is minimal. There is a fault that runs north-south beneath Mount Shasta to the east of the City, and another fault that runs northwest-southeast from Cedar Lake to Yellow Butte. Both of these faults are covered by young lava flows. Investigation of activity along these and other faults in Northern California is on-going with a network of permanent seismometers placed around Mt. Shasta and monitored continuously at College of the Siskiyous as well as the U.S.G.S. Office in Menlo Park, California.

Several of these faults produce micro earthquakes regularly but the magnitudes are not great enough to be felt.

No shocks of magnitude greater than 4.0 on the Richter Scale are known within the planning area, and within the last 100 years no earthquake with an intensity of greater than IV on the modified Mercalli Scale has been felt. However, on the Seismic Risk Map used in the Uniform Building Code and published in the Earthquake Information Bulletin, Mt. Shasta's planning area is in a zone that can expect "moderate earthquake damage". These are presently the most sophisticated maps available for the assessment of seismic risk in this area. These maps are based on historical seismic data, information on active faults and probability of intensity.

Stability of soil during an earthquake is determined by three primary factors: (1) slope; (2) composition of soil; and (3) intensity of earthquake. The first two of these factors may be known before the earthquake. The third will remain an unknown for the sake of evaluating soil stability. In our planning area we know or can easily obtain the slope of all soils, but we have very little detailed information about the soil composition. We must have more information about our soils to make better assessments of hazards created by unstable soils.

The potential danger of seismically-triggered landslides or loss of soil stability is assumed minor because of the following reasons: (1) more than 80% of all development is on a slope of 10% or less; (2) there are no public buildings

on a slope of more than 10%; (3) there is no development on a slope of more than 25%; and (4) there are no slopes within the planning area of greater than 50% except on the extremities, at the foot of the Klamath and Cascade Mountains.

B. Volcanic Hazards

The City of Mt. Shasta is in a region of recent volcanic activity. Shastina, the western flank of Mount Shasta, was created about 9,500 years ago, with the last eruption about 200 years ago from Mount Shasta. The City of Mt. Shasta realizes that potential volcanic hazards do exist. The two most recognizable are mud flows and hot avalanches. Very little volcanic activity is necessary to create mud flows. The hot avalanches usually require a substantial eruption to begin. Geologic information indicates that both of these activities took place in the recent volcanic history of the area. The lavas of the hot avalanches can flow very rapidly, and it was this type of activity that destroyed Pompeii in Italy, and the town of St. Pierre on Martinique on the West Indies. If either of these potential hazards becomes an actual disaster there would probably be enough warning signals in the form of lesser eruptions to allow an orderly evacuation with the implementation of the Emergency Service Operation Plan.

Volcanically induced mud flows may be triggered by a small amount of volcanic activity. The mud flows generally move at a moderate pace. These potential mud flows present a greater threat to loss of property than to loss of life.

C. Areas of Special Consideration

A map on 7-10 shows areas in which considerable geologic investigation should be conducted before any development is allowed. The areas shown are ones of a slope greater than 25%. Also depicted is the possible path of a previous hot avalanche originating from Shastina. These are the first areas that should be geologically investigated.

D. Goal related to geologic hazards: To reduce loss of life, injuries, damage to property and economic and social dislocation resulting from volcanic and seismic activity.

E. Policies related to geologic hazards

- (1) Discourage building on slopes of greater than 25%.
- (2) Encourage geologic investigation of major projects.
- (3) Enforce the Zone 2 earthquake regulations of the Uniform Building Code.
- (4) Maintain an emergency service operational plan to provide for all types and severities of disasters.

F. Recommended Plan of Action

There are two basic types of actions that need to be taken if the above goal is going to be achieved. First are those actions that are required to make a better assessment of the geologic hazards and the interim actions needed to provide reasonable protection to the public. Once these actions are completed we can refine our assessments of the geologic hazards and then take the appropriate action necessary to protect the people and their property.

Below are listed the actions that can and must be followed to protect the public and refine the assessments of the geologic hazards.

(1) Review and revise the emergency operation plan periodically.

(2) Continue to gather all available data that could be used to help refine the preliminary assessments of the geologic hazards of this region.

(a) Investigation and mapping of topographic elements that might serve to direct eruptive materials towards present and future areas of development.

(b) To investigate and map soil stability through a detailed study of soil composition.

Once the necessary data are accumulated the following steps should be taken periodically.

(1) Reassess the geologic hazards and their possible effects using all available information.

(2) Review and revise if necessary the building and land use standards and policies.

3. Acceptable Risk

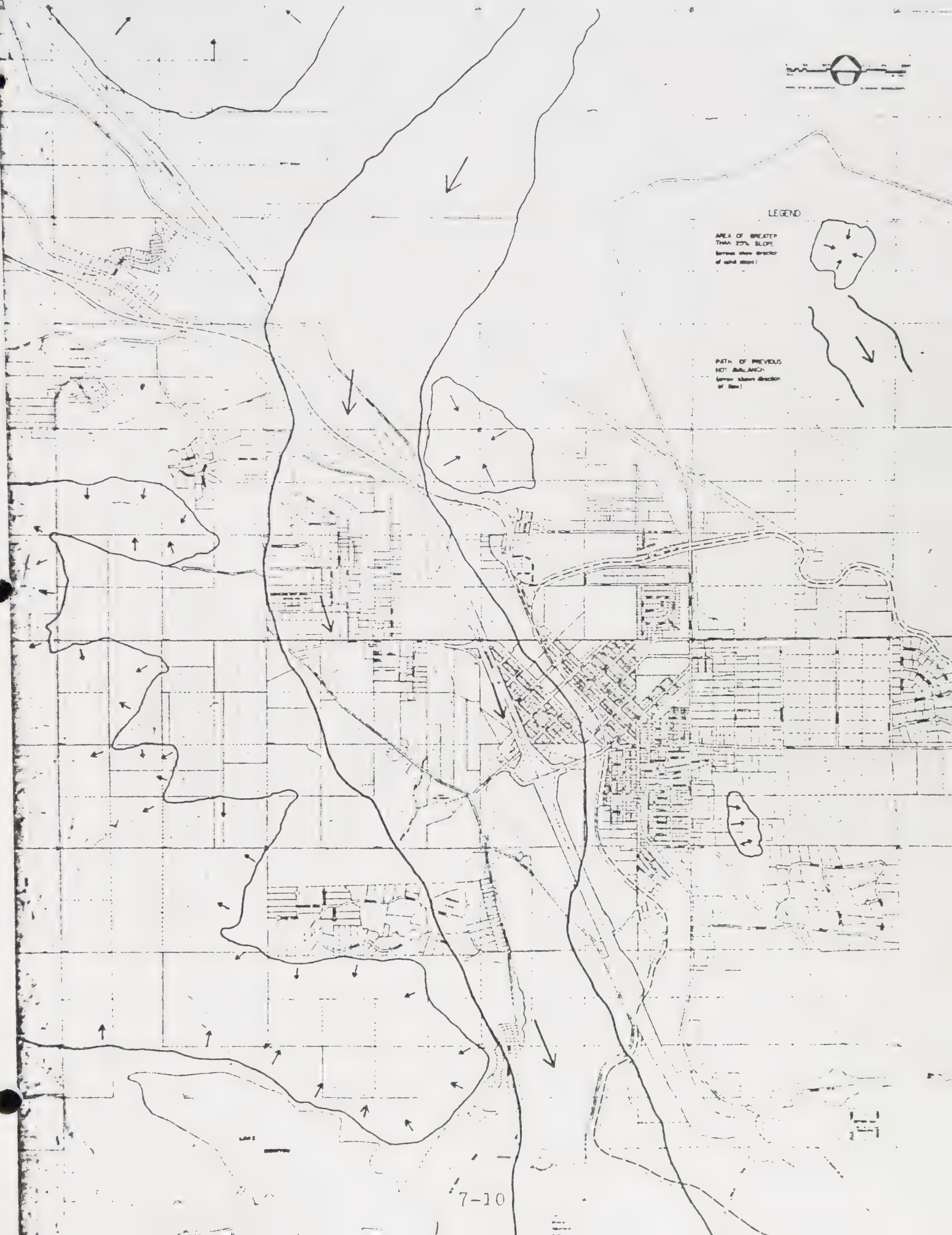
Acceptable risk is defined as "the level of risk below which no specific action by local government is deemed to be necessary". Once the policies in this element are implemented, any risk incurred is considered to be an acceptable risk.

The Safety Element may take time before it achieves its final goals because it is going to take considerable geologic

investigation to collect the necessary information. The City of Mt. Shasta does not have the resources available to do the job alone. It is going to require technical assistance from State and Federal Agencies. Each iteration of this element should improve the quality of building and land use policies providing for a reduction of life and damage to property resulting from fire and geologic hazards.

CITY OF MT. SHASTA & VICINITY

AREAS OF SPECIAL CONSIDERATION



N O I S E E L E M E N T

Adopted April 14, 1975

NOISE ELEMENT

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NOISE ELEMENT

The California State Legislature has declared it to be state policy to "take all necessary action to provide the people of the State with freedom from excessive noise". By this action it has become the City's responsibility to take appropriate action to provide its residents with the freedom from excessive noise. The first action the City is taking is the development of this Noise Element, as part of its General Plan. This element will identify present noise sources and intensities of those sources. It will also identify possible future noise sources that will be created by urban growth. The noise element establishes noise level standards for land uses, policy statement and recommended actions necessary to provide its residents with freedom from excessive noise.

1. Present Noise Sources

The City of Mt. Shasta has four primary sources of noise that could create excessive noise within the planning area. They are the railroad, freeway traffic, local traffic and the lumber mills. The noise level contour map on 8-8 shows the measured intensities of these sources. The sound level readings were taken with a standard sound level meter using the A-weighting network during June and July 1973.

The Southern Pacific Railroad runs northwest-southeast through the center of the planning area. There is three miles of Southern Pacific mainline tracks within the City

limits. Each train that passes through the City sounds its whistle five times because of the five street-railroad track intersections. The frequency of a passing Southern Pacific train averages out to about one train an hour during a 24 hour period. The average length train traveling north requires approximately four minutes to pass a stationary point, however, traveling south it requires only two minutes. Any one point adjacent to the railroad track is directly subjected to the noise of a passing train for a total of approximately 72 minutes each day.

The McCloud River Railroad runs west from the eastern boundary of the planning area until it intersects with the Southern Pacific track. The sound levels are much lower along the McCloud River Railroad because of slower speeds, less frequency, and shorter lengths of trains. Only two trains a day use the track and a train never consists of more than two locomotives and 25 cars.

The contour lines established from sound level readings of passing trains represents the peak noise levels of the trains locomotives. The intensity from the passing locomotives was much more representative for the purpose of land use planning because of its duration.

The second major source that could create excessive noise is the through traffic on Interstate 5 (I-5). An eight mile section of I-5 runs northwest-southeast through the center of the planning area. Approximately two miles are within the

City limits. The 1972 average daily traffic (ADT) was 9,600 vehicles. Commercial truck traffic accounted for about 17.5% of the total traffic or about 1,680 trucks a day. The peak sound levels were recorded from diesel powered commercial trucks. The length of duration of a passing truck is short, however, its frequency makes this traffic route a substantial source of noise.

The third source of noise that could be a source of excessive noise is the local traffic along the arterial and collector streets of the City. The streets on which sound level readings were taken were: Mt. Shasta Boulevard, Ream Avenue, Lake Street, Alma Street, Rockfellow Drive, and Everitt Memorial Highway. Once again the peak intensities were recorded from diesel powered trucks. The trucks were 3% of the local traffic on Mt. Shasta Boulevard or about one truck every 5.5 minutes, between the hours of 8:00 A.M. and 6:00 P.M. The contribution to the local truck traffic by the lumber industry's lumber and logging trucks was substantial.

There are two lumber mills in the planning area, one north and one south of the City limits. Both of these mills are possible sources of excessive noise. Neither of the mills presently have a planeing mill, which normally is the major source of excessive noise in the processing of lumber. The mills operate two shifts year-round, under normal operations. The noise contour interval differs between the two mills because the mill north of the City uses different debarking equipment, ones that are much noisier.

The City could undergo substantial growth within the next twenty years. Much of this growth will probably be due to the area's growing attraction as a year-round recreational site. The four major sources of excessive noise will remain as the primary sources of noise in the future. The frequency and duration of the noise will increase, but the intensity should not increase. Growth of the residential section of the planning area will require primarily the addition of local streets to the present system of collectors and arterial streets. No mass transit system will be feasible in the foreseeable future. Possibly a small "personalized" mass transit system will become a reality such as taxis or jitney service.

2. Goals

A. To insure that the maximum sound level standards for land use are met and that all unnecessary, excessive, and annoying noises are minimized.

B. To insure that the community retains the character as a quiet community, while not impeding the economic viability of the community.

C. To insure that the general citizenry knows of the adverse effects of noise and the methods he may use to lessen them.

3. Policy: The City of Mt. Shasta shall, whenever possible, take measures to mitigate adverse effects of noise, or prevent increases in noise levels, where such would be incompatible

with existing or planned land uses or to adjust the land use pattern in relation to the noise source.

4. Noise Level Standards

The maximum measured sound levels that should be present for land usage at different times of the day are listed below. These levels should not be exceeded more than 5% of the time, based on an hourly measurement.

Uses	7:00 A.M.-7:00 P.M.	7:00 P.M.-7:00 A.M.
R1	55 dBA	50 dBA
R2	55	50
R3	55	50
R4	60	55
C1	60	55
C2	70	65
CM	80	80
Open Space	55	50
Health Care Services	50	45

These standards are to be used as a guideline for land use planning. With good planning these standards can be met more effeciently.

Certain cources of actions are necessary, if we are to achieve the objectives of this element.

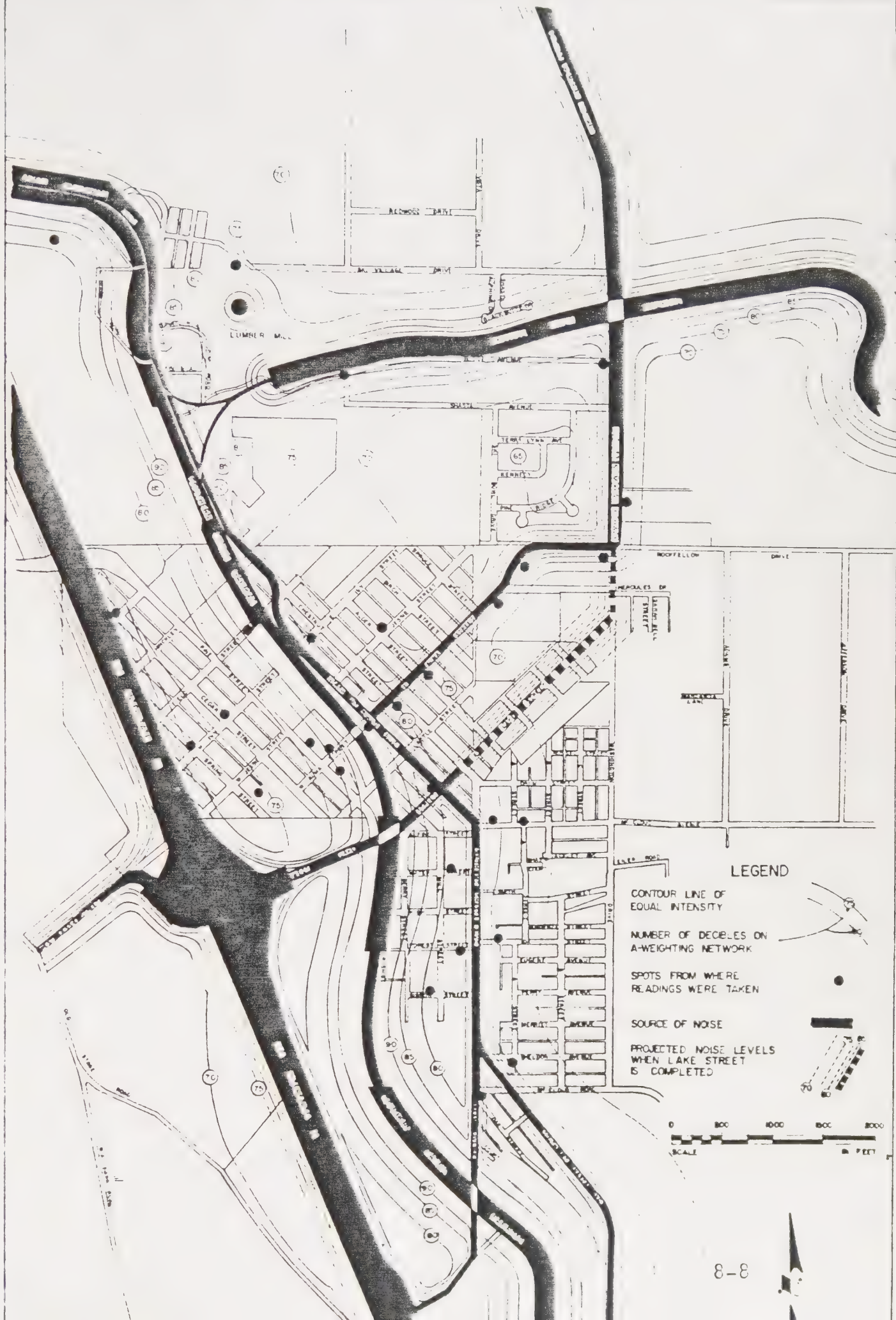
5. Recommended Plans of Action

A. Passage and enforcement of a noise ordinance that prohibits the emission or creation of noise according to the above chart.

B. The strict enforcement of all state laws that prohibit excessive noise emission from motor vehicles.

C. Street and highway design that minimizes railroad and street intersections.

D. The education and encouragement to the public of what they can do to help minimize adverse effects of noise.





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